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OF THE

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FOR THE

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REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 27, 1899.

To the PRESIDENT:

In submitting, as I have the honor to do, the annual report of the Department for the year ending June 30, 1899, it is my privilege to record the fact that the needs and the hopes of years have at length been realized, and that the Department is now installed in the new and imposing building dedicated to its use. It will be still more a subject for congratulation if the greater facilities and accommodations required for its constantly and rapidly increasing work shall bring the higher efficiency which may rightfully be expected.

Financial statement.

The following statement shows in brief form the financial operations of the Department for the last fiscal year:

REVENUES AND EXPENDITURES.

Ordinary postal revenue	$93,734,719.57
Receipts from money-order business	1,286,664.60
Total receipts from all sources	95,021,384.17
Total expenditures for the year	101,632,160.92
Excess of expenditures over receipts	6,610,776.75

Marked reduction in annual deficit.

The first fact connected with this statement which commands attention is the large decrease in the annual deficiency. As compared with the deficit for the fiscal year ending June 30, 1898, which was $9,020,905.06, it shows a reduction of $2,422,746.86, or 26.7 per cent. This results from the fact that, while the expenditures are necessarily growing with the expanding service, the receipts are growing still faster. The course of the postal revenues furnishes an unerring barometer of the business conditions of the country. This is made plain in reviewing the

figures during the bad and the good times of the past few years:

Year.	Receipts.	Expenditures.	Deficit.
1893	$75,896,933.16	$81,074,104.90	$5,177,171.74
1894	75,080,479.04	84,324,414.15	9,243,935.11
1895	76,983,128.19	86,790,172.82	9,807,044.63
1896	82,499,208.40	90,626,296.84	8,127,088.44
1897	82,665,462.73	94,077,242.38	11,411,779.65
1898	89,012,618.55	98,033,523.61	9,020,905.06
1899	95,021,884.17	101,632,160.92	6,610,776.75

Steady increase in revenue.

The volume of receipts was nearly stationary for the first three years, notwithstanding the growth of population, but for the last three years, with the return of prosperity and business activity, the revenues show a great and steady gain. The annual deficit which mounted up in large ratio, reaching an increase of 78 per cent in 1894, is again rapidly declining. The expenditures show a regular increment year by year, varying not much from $3,000,000. This is inevitable with the extension of the service, unless there are directions in which retrenchment could be enforced without crippling the work. But in prosperous times the increase of revenues more than keeps pace with the increase of disbursements and steadily advances the service toward a sounder basis.

Estimate for 1901.

I submit below an estimate of the revenues and expenditures, which has been transmitted to the Secretary of the Treasury, for the fiscal year ending June 30, 1901:

Total postal revenue for 1899	$95,021,384.17
Add 7 per cent for estimated increase, year ending June 30, 1900	6,651,496.89
Estimated revenue for 1900	101,672,881.06
Add 6 per cent for estimated increase, year ending June 30, 1901	6,100,372.86
Total estimated revenue for 1901	107,773,253.92
Estimated expenditure for 1901	110,777,800.00
Deficiency for 1901, estimated	3,004,546.08

ABUSES IN SECOND-CLASS MATTER.

The paramount need of the service.

The most urgent need of the postal service is the rectification of the enormous wrongs which have grown up in the perversion and abuse of the privilege accorded by law to second-class matter. This reform is paramount to all others. There are many improvements and advances

waiting development and application; there are opportunities for speedier transmission and delivery; there are fields for broadening the scope of the mail service and bringing it closer home to the people; there are possibilities of reduced postage; but above and beneath and beyond all of these measures of progress, which experience and intelligence are working out, is the redemption of the special concession which Congress granted for a distinct and justifiable public object from the fungous growths and the flagrant evils that have fastened upon it.

For this costly abuse, which drags on the Department and weighs down the service, trammels its power and means of effective advancement in every direction. It involves a sheer wanton waste of $20,000,000 or upwards a year. The postal deficit for the current year is $6,610,776. But for this wrongful application of the second-class rate, instead of a deficit there would be a clear surplus of many millions. With such an ample margin the possibilities of practical improvements are apparent. If this deadly burden upon the mails were removed the Department could hopefully enter upon a systematic policy of enlarged and progressive service with the assurance that sound business management and increasing facilities would bring commensurate returns which would not be swallowed up in the maw of private interests without any public advantage. This misapplication of a legitimate public object to strictly personal ends not only entails a large loss and taxes all the people for the benefit of a few, but it cripples the Department and obstructs needed improvements.

Loss to the Department.

Possibilities of practical improvements if abuses were remedied.

The wrongs which have proved so injurious were never contemplated by Congress. They are wholly outside the intent of the law. They are directly in contravention of its spirit and have become possible only through the evasion and distortion of its letter. It has always been the purpose of Congress to ordain low rates of postage for legitimate newspapers and periodicals. This was in accordance with the deliberate and settled public policy which encourages the dissemination of public intelligence and favors the promotion of enlightening influences. In the reform which is suggested and sought, it is not proposed to restrict the privileges of legitimate publications or to modify the design of the law, but only to bring back its application to its original and just scope. The aim is not to change what Congress meant to establish, but only to lop off the excrescences which have grown upon it. These

Purpose of suggested reform.

alien and illegitimate additions have come to equal, if not to exceed, the proportions of the intended and rightful recipients of the privilege.

As strikingly illustrating the extent and effect of the abuses to which reference is made, attention is particularly invited to the appended statements and exhibits. Calculating upon the basis of the count of pieces and the weighing of volume made in 1890, and adhering to the rule of estimating which has been observed in the Department from that time, the weight in pounds and the receipts for postage on the several classes of matter mailed during the year ending June 30, 1899, are as follows:

Weight of the several classes of matter mailed.

Class.	Weight.	Postage paid.
	Pounds.	
First class	128,517,992	$65,987,732.98
Second class:		
Paid at pound rate	352,703,226	3,527,032.26
Free	62,241,700	
Transient	25,289,355	1,564.290.00
Third class	68,227,169	10,093,882.50
Fourth class	21,776,347	3,421,181.80
Foreign	5,531,079	2,546,800.44
Total	664,286,868	87,140,919.98

Quantity of matter improperly mailed at second-class rates.

Careful inquiry has been made through experienced postmasters and by an examination of the records of the Department, and it is believed that fully one-half of all the matter mailed as second class, and paid for at the pound rate, is not properly second class within the intent of the law, and ought justly to be paid for at the third-class rate. This gives the enormous quantity of 176,351,613 pounds from which the Department derives only a fraction of the revenue to which it is fairly entitled. The third-class rate of postage is 1 cent for each 2 ounces or fraction thereof, nominally 8 cents a pound, but in reality, through the operation of the fractional provision, the rate is higher. A division of the amount of postage received for third-class matter by the number of pounds of such matter mailed shows that the Department actually derives a revenue of 14.75 cents a pound from this class. If, therefore, there had been paid, as there should have been paid, the average third-class rate on the 176,351,613 pounds, which was wrongfully transmitted at the pound rate, the Department would have received $26,011,862.92, instead of $1,763,516.13, which it actually received, and the postal

Estimate of increased revenue under reform.

revenues would have been increased by the handsome sum of $24,248,346.79.

The actual financial exhibit of the Department for the last fiscal year is as follows:

Total expenditures	$101,632,160.92
Total receipts from all sources	95,021,384.17
Deficit	6,610,776.75

Had this 176,351,613 pounds of mail matter, really of the third class, but transmitted at the pound rate, paid, as it should have paid, the average third-class rate, the financial exhibit would have been this:

Receipts, as above given	$95,021,384.17
Additional revenue from 176,351,613 pounds third-class matter, at 14.75	24,248,346.79
Total receipts	119,269,730.96
Total expenditures	101,632,160.92
Surplus	17,637,570.04

Or, if it be assumed that the matter would pay only the nominal rate of 8 cents a pound, this would be the showing:

Estimate on another hypothesis.

Receipts, as given above	$95,021,384.17
Additional revenue from 176,351,613 pounds third-class matter, at 8 cents	12,344,612.91
Total receipts	107,365,997.08
Total expenditures	101,632,160.92
Surplus	5,733,836.16

This is what the financial exhibit of the postal service for the year would be if the matter carried through the mails were classified and rated as the law intended it should be. It would show a large surplus instead of a large deficit. Nor do even these figures present the full case. The first table of this statement shows that the amount of postage, per pound, actually received on the several classes was as follows:

Postage actually received per pound.

	Cents.
First-class matter, not free	85.6
Second-class matter	.8
Third-class matter	14.7
Fourth class (seeds, etc.)	9.2
Fourth class (ordinary)	17
Foreign	46
Postal cards	188.2

From these statements it appears:

Deductions from previous statements.

First. That more than one-fourth of the entire volume and weight of matter carried through the mails is rated and pays as second-class matter, when, under the spirit and intent of the law, it ought to be rated and to pay as third-class matter.

Second. That while this wrongly classed matter amounts to more than one-quarter of the whole volume of mail transmitted, it furnishes only one-fifty-fifth part of the postal revenue.

Third. That the expense of transportation being reckoned at 8 cents a pound, the mere carrying of this matter cost $14,108,129.04, while the revenue from it was only $1,763,516.13, involving a loss to the Government of $12,344,612.91.

Even penny postage would be practicable if wrong were corrected.

These statements convey their own moral. It is a gross and manifest wrong that a particular and limited group of private interests, using the mails solely for their own business ends and with no public object, direct or incidental, should first succeed in eluding the plain purpose of the law, and should then and thus carry on their mail transactions, not at their own expense, but at the expense of others. If there is to be a favored class, let it embrace all the people. Penny postage is probably not yet practicable, and may be regarded as a future and not a proximate achievement. But if the matter which improperly goes at the pound rate were made to pay what the law contemplated, then even penny postage, with reasonable limitations, could be applied to letters without entailing a deficit larger than that of the last few years, and possibly with none at all.

Character of the abuses.

The character of the abuses of the pound rate, which amount to a practical infraction of the design of the law, has been so often explained, and is so well understood, that a minute exposition seems unnecessary. But a succinct statement of the different kinds may emphasize the appeal for reform. The first is the paper-covered books put out under pretence of being serial publications. They have nothing of the nature of periodicals. They do not possess a single one of the attributes which Congress meant to require in publications that should be entitled to the second-class rate. Their "consecutive numbering" is a travesty; their issuance at "stated intervals" a parody; their "subscription list" a fiction; their claim of being published "for the dissemination of information of a public character" a burlesque. There is nothing to dis-

The paper-covered book.

tinguish them in substance from bound books, and the discrimination in their favor is most unjust to the publishers of finer literature. The law requires a legitimate list of subscribers for publications coming in the second class. The paper-covered books under consideration have few or no actual subscribers. The scheme is to treat the orders of news agents as subscriptions. The books are mailed in bulk to a central locality, and then remailed to other places. When the possibilities of these places are exhausted, there are other shipments, the same books being transported again and again, and every time the Government loses 7 cents a pound. A wrong so transparent and flagrant ought not to be tolerated.

Means by which the wrong is effected.

The second abuse is connected with the advertising "house organ" and the so-called trade journal. One of my predecessors, Postmaster-General Bissell, characterized it as the "bogus trade journal." There are many genuine trade journals which are as legitimate as any periodicals and justly entitled to all their privileges. These are not included in the criticisms. But the trade journal described is simply an advertising scheme. It is not designed to disseminate information of a public character and has no standing as the exponent of any trade or industry. It is only a collection of advertisements strung together, with a little scissored reading matter to give it the guise of a publication. It does not seek circulation on its merits or through subscriptions, but is mostly given away on a pledge to advertisers that so many copies shall be distributed. The "house organ" is of the same type, but limited to being the advertising circular of a particular establishment. These prints do not conform in any just sense to the requirements of the law, but offer only a nominal and technical conformity.

The advertising "house organ" and so-called trade journal.

Description of these prints.

The third abuse grows out of the privilege of sample copies. In its original and obvious intent this privilege harmonizes with the policy under which legitimate publications are granted an exceptional rate of postage. The sample copy of a regularly admitted paper or periodical, counting for support upon its merits, is presumably designed to induce a new subscription by exhibiting its merits in a new quarter. But, as a matter of fact, in many instances, the sample copy has become, not the individual exhibit, but the potential cloak of a thousand times multiplied distribution without regard to subscriptions and solely as the plea and pledge for advertising. This is

The sample-copy privilege.

not the object which the law had in view; it is not directed in any sense to the benefit of the reading public; its whole purpose is as an agency of advertising, and why should the Government furnish the means of this private advertising at a great loss to itself? The sample-copy privilege is the life of the "house organ" and the spurious trade journal, and in other cases it is abused. Why should it not be restricted to its original purpose?

Its perversion.

The simple statement of these great and palpable abuses ought to be the sufficient argument for their prompt reform. It is not sought to interfere with the just privileges of legitimate publications. Indeed, their publishers have a direct and manifest interest in the extirpation of these wrongs, which, if left uncorrected, will inevitably provoke a sweeping condemnation and warfare, involving alike those that are justly and those that are unjustly included. They have the further inducement for joining actively in the reform that its achievement would go far to extinguish the meretricious methods of building up illegitimate publications and to restore the business to its regular and natural channels.

Rightful publishers of second-class matter have direct interest in reform.

The Department alone is powerless to remedy the evils. Though they violate the policy and purpose of the law, yet they are shielded by its want of precision respecting subtleties and devices which could not have been anticipated, and by constructions which restrict freedom of administrative action. For this reason the difficulty must be cured by the lawmaking power. The points to be reached are clear and well defined. It is vital to reestablish in their proper classification and forbid the privilege of the pound rate to serial libraries of books, to "house organs" and other sheets of an exclusive advertising character, to sample editions for advertising purposes, to advertising circulars which are masked under the name of fraternal societies, to returns by news agents of unsold periodicals, and to schemes by which publishers pervert their prerogatives by sending matter in their own names at the pound rate for advertisers and purchasers who have not the privilege.

Congress alone has power to remedy evils.

Publications to which the privilege should be refused.

These important features of practical reform were embraced in the bill H. R. 5359, introduced at the second session of the Fifty-fifth Congress by Hon. E. F. Loud, chairman of the Committee on the Post-Office and Post-Roads, and the failure of its enactment is a subject of deep regret. I earnestly hope that this or a measure of similar character may be brought forward again and pressed to

passage, and I desire to reiterate and emphasize the statement that the correction of the abuses here indicated, which hamper the Department and burden the service, is the most essential step toward full liberty of action in meeting the just demand of the country for the largest degree of postal progress.

Remedial legislation earnestly urged.

THE SERVICE IN THE ISLANDS.

The organization of the postal service in the new island possessions of the United States and in Cuba has necessarily engaged much attention. The presence of United States troops in those fields, in constant communication with home, constrained the establishment of mail facilities for their needs, and the practical obliteration of the old local postal system with the extinguishment of Spanish authority compelled a reconstruction of the whole service for the requirements of the native population. Under the President's order of July 21, 1898, directing that as our forces occupied new territory the military post-office should follow, our postal arm had been extended to Santiago in Cuba, to Ponce in Porto Rico, and to Manila in the Philippines. When peace was restored and Cuba remained for the present in the military possession of the United States, while Porto Rico, Guam, and the Philippines became our territory, the direction and administration of the postal work throughout their limits devolved on our Government.

Complete reconstruction of insular service.

CUBA.

The construction of the system in Cuba was made to conform to the nature of our connection with that island. While necessarily directed by the Postmaster-General, under the President's authority and order, it was framed with the view of being as nearly autonomous and independent as possible. It was felt that the Cuban service ought to be distinct from the United States service; that its operation should be wholly dissociated from our administrative machinery; that its receipts should not come to our Treasury, and that its expenses should not be a charge upon our revenue. With this conception a plan of organization was outlined and defined in a letter from this Department to the Secretary of War under date of December 30, 1898, which is given in the appendix. Its essential features were the creation of a postal system modeled on the American plan, but entirely separate, with its own administrative bureaus, its own auditing mechanism,

The system made practically autonomous

Its essential features.

its revenues applied to its own cost, and, if they should prove inadequate, the deficit to be made good from the general revenues of the island.

The policy pursued in its organization.

In accordance with this policy, it was determined to select a competent person, thoroughly trained and experienced in the postal service, as the general executive of the organization; to send a number of experts familiar with the various branches to take the responsible places and give instructions in American methods; and to use native Cubans, and, where practicable, the incumbents, for the great body of the force. The fact that the appointments thus necessary were not subject to the conditions or restrictions of the civil-service law led to many applications, but the selections were governed wholly by the rule of seeking and securing the best-qualified officers. Major E. G. Rathbone was designated as Director-General of Posts. He was not an applicant, but he had been chief of post-office inspectors and an assistant postmaster-general of the United States, and was believed to combine the practical experience and the executive force needed in the creation of a new organization, and for this reason he was asked to accept the position.

With him were associated in the central administrative places a number of trained men, chosen from our own service for their skill in the branches of the work to which they were assigned. For the important position of postmaster of Havana an expert fitted by twenty years of experience in various grades, and as postmaster of a large city, was selected, and, though he did not even know that his name was under consideration till he was invited to the responsibility, he was induced to take it. With a force thus constituted the organization of the postal system of Cuba began. There was only a slight and imperfect basis in the existing service. It became necessary to build from the foundation. The old material was of little value; the equipment was primitive, obsolete, and for the most part worthless; the records had been removed or destroyed; the offices were dilapidated, unsanitary, and wholly unadapted to efficient work; the methods were antiquated and the force disorganized, undisciplined, and irresponsible. The condition of things is indicated in the fact that when our representatives took possession of the Havana office over 2,000 registered letters, addressed to accessible people in that city, the accumulation of three or four years, were undistributed and undelivered.

Condition of service when our representatives took charge.

The creation of a new system on American lines proceeded as rapidly as possible. A new building was secured in Havana for the post-office and for departmental headquarters. It was provided with a modern equipment, and the Cuban capital has now an office the appointments of which are equal to those of the foremost American cities. The money-order and registry systems were created, the railroad transportation was reorganized, a star route service was introduced where there were no other means of communication, and every improvement compatible with the means available was made. The money-order system was entirely new to the island, and, with meager bank facilities, it has proved to be of the largest convenience in the business life. Under the Spanish system the telegraph and postal service were united, and the cost of operation was reduced through the fact that in many places the same person served as telegraph operator and postmaster. With our occupation, control of the telegraph system was assumed by the War Department, and it was operated by the Signal Corps, thus separating the telegraph and postal services.

Money-order and registry systems introduced.

It can not yet be definitely determined whether the postal system will be self-sustaining. The initial expenditures in providing offices, equipment, and material have necessarily been large and will not be repeated. Nevertheless the cost of management has been kept within very reasonable limits. An exceedingly advantageous and economical arrangement was made for the transportation of the mails, and but for the cost of setting up the postal establishment the receipts would from the first have nearly equaled the outlay. There is reason to hope that the ordinary running expenses will not go much above the actual revenue. The vast improvement of the postal service is recognized on all sides. It has led to a largely increased use of the mails; it presents to the people visible evidence, perhaps more universal and palpable than any other exemplification, of the beneficent character of American administration, and not only are its practical results of great advantage, but its whole influence is most salutary. The full report of Director-General Rathbone, which appears in the appendix, gives the details of the organization and operation of the system, and presents the story of a work which deserves hearty commendation.

The service may be self-sustaining.

A vast improvement in methods.

NORTHWESTERN
TERRITORIAL NORMAL SCHOOL.

PORTO RICO.

The service in Porto Rico was organized on the same general lines. Mr. H. M. Robinson, assistant superintendent of the Railway Mail Service, was detailed to take charge, and remained for some months as our supervising postal agent for that island. When the work had advanced sufficiently to be organized in a more permanent form, Captain W. H. Elliott was appointed Director-General, and the instructions given him were substantially identical with those which had been framed for the guidance of Major Rathbone in Cuba. Though Porto Rico holds a different relation to this country from that held by Cuba, it was felt that so long as the island remains under military government, and until a more direct extension of our civil forms to its domain, it would be more convenient for administrative operation to make its system autonomous, like that of Cuba. It was, therefore, established on this basis, and the expectation and direction were that any excess of expenditures over postal revenues should be paid from the general revenues of the island. This was done for a short period, but the disastrous hurricane of last August so devastated the island, so prostrated its business, and so crippled its revenues as to make it vital to relieve them of any burden which could otherwise be provided for, and in conference with the Secretary of War, and with the approval of the President, I determined that this Department would assume the payment of the postal deficit.

Same general line followed as in Cuba.

Deficit assumed by the Department.

The appropriation of $300,000 by Congress for the extension of the postal service in our island possessions enabled the Department to meet this emergency. The whole organization is being carefully reviewed, and after the exceptional expense incident to the creation of a new system and equipment has been provided for it is believed that the deficit can be brought within small compass. With advancing education there will naturally be a greater use of the mails. The report of Mr. Elliott, which is published herewith, gives full information of the work done in Porto Rico, which has been well directed and effective.

Deficit will eventually be small.

THE PHILIPPINE ISLANDS.

With the occupation of Manila by our forces, Mr. F. W. Vaille, assistant superintendent of the railway mail service, was detailed to take charge of the post-office in

that city and of the general management of the mails to and from the Philippines, both for the troops and for the resident population. As our occupation has extended he has opened other offices, not only on the island of Luzon, but at Iloilo, Cebu, Bacolod, Jolo, and other points. As in Cuba and Porto Rico, trained postal officials have been sent to aid him in this work, and so far as practicable he has used natives. The large body of troops in Luzon and the considerable business of Manila have imposed heavy labors upon him, and, with the great distance and the time required in communication, much has necessarily been left to his discretion. He has met the responsibility with intelligence and success. As the postal service shall be extended more widely over the islands, it can hardly be expected to be altogether self-sustaining until increased intelligence and familiarity shall lead to a more general use of the mails; but thus far its revenues have exceeded its cost, as is more particularly shown in the Director's report. The application of the American system to the new possessions was carried still further in the establishment of a post-office on the island of Guam. With Hawaii our postal connection has remained unchanged, pending the action of Congress.

Service extended as our occupation has progressed.

Guam and Hawaii.

THE RATE OF POSTAGE.

When our soldiers and sailors proceeded to Cuba, Porto Rico, and the Philippines, it was felt that they were entitled to the privilege of home communication without increased burden. Where they went with our flag their service was domestic and not foreign. The postage on mail matter to and from them was, therefore, fixed at the domestic rate. But even when the title to Porto Rico and the Philippines passed to the United States the former foreign rate was continued on the mail of their resident population until the bearing of any change upon the revenues could be determined. It became plain, however, with experience that a reduction might be adopted without prejudicial effect from the financial point of view, and with advantage from every other point of view, and so recently Porto Rico, Guam, and the Philippines were brought within the scope of the domestic rate of postage. It gave the people of those islands another practical evidence that they were under the flag of the United States.

Domestic rates established with our new possessions.

MILITARY POSTAL EXPENDITURES.

The following is a statement of expenditures from the special appropriation for the military postal service for the fiscal year ending June 30, 1899:

Service.	1898.		1899.		Total year.
	Third quarter.	Fourth quarter.	First quarter.	Second quarter.	
United States: For military camp post-offices, railway-mail clerks, etc	$23,249.11	$15,289.53	$29,122.48	$26,889.04	94,550.16
Porto Rico	9,060.08	24,286.18	27,139.77	28,433.31	88,919.34
Cuba	8,196.72	18,602.47	6,698.92	3,283.29	36,781.40
Philippine Islands	2,619.62	2,542.19	10,099.43	4,878.65	20,139.89
Total	43,125.53	60,720.37	73,060.60	63,484.29	240,390.79

FREE DELIVERY.

Growth of the service.

At the end of the fiscal year 47 cities had been added, because of increased receipts, to those already enjoying the benefits of the free delivery of mail by street letter carriers. Thirty-eight additional have since expanded this list, leaving 71 offices still entitled by population of 10,000, or gross receipts of $10,000, to the benefits of this service. The growth of the free-delivery service has been marked. It was inaugurated in 1863, and during that year there were 685 carriers employed, entailing an expenditure of $317,063. There are now employed in the service 14,256 carriers, and their salaries amounted during the fiscal year just closed to $13,070,155. The gross receipts from free-delivery offices have increased from $12,117,820 in 1877–78, the first year that a separate account was kept of this item, to $68,957,815 for the fiscal year ending June 30, 1899. The percentage of increase during the past year was much greater than that of any previous year since the service was established, while the cost of maintaining the service has dropped to a very low proportionate figure.

RURAL FREE DELIVERY.

The free delivery of mails in the rural districts has proved to be one of the most important among recent developments of the postal service, and presents in its possibilities a question of the largest proportions. The results already attained have been of a significant char-

acter, and the practical evidences bearing upon the feasibility of the system, upon the degree of its self-support, and upon the effect and the sentiment in the communities where it has been tried, deserve the most careful consideration. How far the system shall be extended is submitted for the determination of Congress, with a full presentation of facts upon which to base a conclusion. This service has been called "experimental" in each appropriation made by Congress for its continuance. It is the opinion of the officers having it in charge that the experimental stage has been passed, and in their view I coincide. The appropriation for rural free-delivery service for the present fiscal year was increased from $150,000 to $300,000, and this amount will be practically absorbed by the continuance to the end of the fiscal year of the service already established. It is now in successful operation from 630 distributing points, scattered among 40 States and 1 Territory (the only States unrepresented in the list being Idaho, Mississippi, Montana, and Wyoming), giving service to 452,735 people, at an average annual cost of 66 cents per capita.

The experimental stage has been passed.

Broad extension of the service.

The benefits accruing from the extension of postal facilities to the rural communities may be summarized as follows:

Summary of benefits.

Increased postal receipts, making many of the new deliveries almost immediately self-supporting. In Great Britain, where an extension of rural free delivery on a broader scale has been in progress since 1897, the number of additional letters mailed because of additional facilities afforded is estimated at 50,000,000 for the present year.

Enhancement of the value of farm lands reached by this service and better prices obtained for farm products through more direct communication with the markets and prompter information of their state.

Improved means of travel, some hundreds of miles of country roads, especially in the Western States, having been graded specifically in order to obtain rural free delivery.

Higher educational influences, broader circulation of the means of public intelligence, and closer daily contact with the great world of activity extended to the homes of heretofore isolated rural communities.

Any general extension of the rural free-delivery system will necessarily involve some reorganization of the present service in order to save needless duplication and to enforce

practical economies. To justify itself it must be accompanied by the discontinuance of some fourth-class offices which will become superfluous, and by a revision of star routes which will be rendered unnecessary. These features of the plan will stimulate the chief objections it may encounter, but with such practicable and compensating offsets to the expenditure incident to the establishment of the free-delivery routes, the system will entail no such outlay as has been feared, and the essential question is whether it will be for the higher public advantage. If so, the secondary and isolated personal interests which may be unfavorably affected should give way to the greater good.

General extension will involve some reorganization of other features.

Service not likely to entail undue expense.

The apprehension at one time entertained that this service would prove too expensive to maintain, even in a limited form, and impossible of general adoption, should, it would seem, be dispelled upon an impartial examination of the facts and figures given in the report of the First Assistant Postmaster-General. Our citizens are surely equal in intelligence to the people of the other countries in which the free-delivery service is extended to almost every domicile. They will as certainly respond by increased use of the mails to every effort made to give them additional postal facilities. It remains for Congress to determine whether the United States alone, of all the nations that signed the international postal treaty of Vienna on July 4, 1891, should fail to comply, to the best of its ability, with that article of the treaty which binds all the signatory powers to deliver postal articles "at the residences of the addressees in the countries of the Union where a delivery service is or shall be organized."

THE NEW DEPARTMENT BUILDING.

As already indicated, the Department now occupies the new building set apart for its use. In most respects it is found to be convenient and well adapted to the requirements. As generally happens when a public building is assigned to a use for which it was not originally designed, but which has required changes and modifications during the course of its construction, there are some defects which it is hoped may be remedied in due course of time. With some further provision it may be made fairly adequate for present purposes. So far as possible the clerks formerly installed in outlying and rented buildings have been brought into this structure, and there are about five hundred clerks

Existing defects may be remedied.

regularly employed within its walls in excess of the number that could be accommodated in the old Department building. Under the existing law the eighth floor is reserved for other purposes, but the Secretary of the Treasury, in whom the authority of assignment was vested, has recognized that its reservation for the use of the Post-Office Department was imperative, and with his sanction the floor has been equally divided between the Auditor's force and that of the Post-Office Department. This is a temporary arrangement pending the action of Congress, and it is hoped that the legal provision for its permanent retention will be made.

Authority asked for division of eighth floor.

EQUALIZATION OF SALARIES.

At the recent convention of the National Association of Postmasters a committee was appointed, which waited upon me and stated that as the unanimous sentiment of the convention they were charged with the duty of directing attention to certain inequalities of salaries, in order that they might be submitted to Congress with a view to their rectification. They represented that the salaries of postmasters in first-class cities were considerably larger than those of Assistant Postmasters-General, who had not only their direction but a much broader sphere of duty, and that the salaries of superintendents of delivery in post-offices were larger than those of the chiefs of division in the Department, with much wider responsibilities. So far as I could learn, the representation was the voluntary action of the convention, without suggestion from any other quarter, and, conveyed as it was by a large representative committee, it was presented as the earnest conviction of a body of officials whose observation and experience were specially directed to the subject. I submit their view for the consideration to which it is entitled.

The question submitted for consideration.

THE NEW YORK POST-OFFICE.

There is an earnest and just demand for an enlargement of the postal accommodations and facilities in the city of New York. The post-office is greatly overcrowded, and the attempt to handle all of the mail which must now pass through the central office in quarters which are inadequate results in much inconvenience and impedes an expeditious dispatch and delivery. Some provision for relieving the congestion is imperative, and the sugges-

Constant congestion of mail.

tion is made that, in addition to the present office, there should be another structure, centrally and conveniently located, where certain classes and divisions of the mail could be received and dispatched. New York furnishes one-twelfth of the postal revenue of the country. Its business is growing with phenomenal rapidity. Its immense and increasing interests have the strongest claim to consideration, and it is entitled to the best equipment and facilities that can be provided. In advancement of the postal service, not merely of New York, but of the whole country, which is intimately connected with it, I trust the subject will receive the favorable attention of Congress.

Relief should be granted.

THE EIGHT-HOUR LAW.

I beg to renew the recommendation contained in my last report, that a change be made in the law regulating the hours of labor of letter carriers, which would authorize postmasters to so arrange the schedules of carriers that the time lost to the Government on days when the mails are light could be saved. This can be done by a modification of the eight-hour law, which shall provide for six days' work of forty-eight hours, with as many additional hours on Sunday, not exceeding eight, as the exigencies of the service may demand.

Recommendation for a change renewed.

THE MONEY-ORDER SYSTEM.

There has been an increase of $20,000,000 in the amount of domestic money orders issued—a greater increase than ever before recorded in one year. Our money-order system has been successfully introduced into Cuba and Porto Rico, and an international exchange has been arranged with Mexico and Russia. Money orders are now made payable in the United States at the office of issue, thus establishing a mild and very convenient adaptation of the European postal savings-bank system, without the payment of interest. Army pensioners are permitted to cash their checks at money-order offices, which is found to be a great convenience to the veterans in many sections of the country. An improved form of domestic money order has been adopted.

Great increase in amount of orders issued.

There is urgent demand upon the part of the business public for the adoption of a form of money order for convenient fixed amounts from 25 cents to $2.50, odd amounts to be represented by ordinary postage stamps affixed to

the order, to be payable to the payee or the bearer, at the option of the sender. Of the convenience of such a method there can be no doubt, and the plan has the approval of this Department.

SALARIES OF ASSISTANT AND DEPUTY POSTMASTERS.

I concur in the recommendation of the First Assistant Postmaster-General that a separate appropriation be made to pay fixed salaries to assistant and deputy postmasters, whose compensation is now defrayed, in accordance with a more or less arbitrary scale of graduation, out of the appropriation for clerk hire. This suggested change of law, though on its face apparently involving an additional appropriation of $1,426,600, will actually cause very little increase in the net outlay, and will give to the statement of accounts a simplicity and directness strictly in line with correct business methods, besides enabling the committees of Congress to determine with accuracy what amount is necessary for each item.

Separate appropriation recommended.

CONSOLIDATION OF POST-OFFICES.

I again strenuously urge the repeal of the proviso inserted in the act making appropriations for the postal service of the United States for the fiscal year 1895–96, which prohibits the consolidation of post-offices when one of the post-offices affected by the proposed change in designation is located at a county seat. Economy and efficiency in postal administration would be greatly promoted by the removal of this restriction, and the public and the Department alike would be benefited by the change.

Proviso should be repealed.

RECLASSIFICATION OF POST-OFFICE CLERKS.

There has been no reclassification of clerks in post-offices since 1893, although that branch of the service has increased enormously during the interval, and I therefore respectfully urge upon Congress the necessity of enacting legislation, such as I recommended in my last report, looking to that end.

THE SUPPLY DIVISION.

The supplies for the postal service, for which an annual appropriation of nearly $500,000 is made, are at present stored in an ill adapted and non-fireproof building, always inconvenient of access, but much more so since the re-

Provision should be made for protection of supplies.

moval of the Department to its new building. The continued use of such a building can not be regarded as consistent with prudence or economy, and I would urge upon Congress that appropriation be made to provide suitable shelter and protection for these valuable supplies.

ALASKAN SERVICE.

The material increase in the population of Alaska has been the cause of the adoption by the Department of additional means designed to improve the postal service of that Territory, but the obstacles to be overcome are so great that progress in this direction is necessarily slow and may not become immediately apparent. Among other experimental steps, an inspector of the Department was detailed to make an overland trip from Valdez, on Prince William Sound, to Eagle, on the Yukon River, a distance of nearly 500 miles, urgent requests having been made for the establishment of post-offices along the proposed route. There were so few settlers found in this interior country, however, that only one office was established, but, to provide for the transportation of mails to and from the interior, and in anticipation of future needs, a contract has been made for a route from Valdez, via Eagle, to Circle, entirely over our own territory.

New route established.

The full contract service on the long overland routes from Juneau, via Skagway, Dawson City, Circle, and Tanana, to St. Michaels, was not performed by the contractor, but this was partially remedied by the employment of temporary service by our postal agent. Additional agents have now been stationed at several places and better service is confidently expected during the coming winter.

Improvement expected.

Winter mail service by steamer along the southern coast of Alaska was provided last year for the first time and will be continued.

MAIL TRANSPORTATION.

The report of the Second Assistant Postmaster-General shows that at the close of the last fiscal year the total number of domestic mail routes of all classes was 34,298, their length 496,948 miles, and the annual travel 445,744,845 miles. Compared with the preceding year, this is an increase of 503 routes, 16,487 miles in length of routes, and 11,412,153 miles in annual travel. The annual rate of expenditure for such service at the close of the year was $53,076,413.91—an increase of $1,678,646.50.

Number and length of domestic mail routes.

Through the reletting of the contracts for star service in the third contract section, which includes the States of the Middle West, a decrease of $138,218.57 was effected in the annual rate of expenditure for such service, although the number of miles traveled annually was increased over 4 per cent. It is expected that as a result of the reletting of this service in the Southern States, an advertisement for which is now pending, an increase of 2,243,070 miles, or nearly 8 per cent, will result. The advertisement for South Carolina invites proposals to include the deposit of mail in boxes along the star routes, as a further convenience to the people depending upon this class of service. If satisfactory bids shall be received covering this feature in the South Carolina service, it is the intention of the Department to extend it to other States as the contracts are relet.

New feature in star route service.

PNEUMATIC TUBES.

No extensions of the service for carrying the mails by pneumatic tubes were made during the last fiscal year, as the appropriation act limited such service to that now in operation. The tube service previously established in Boston, New York, Brooklyn, and Philadelphia has given entire satisfaction. Better results could be shown by developing the service in one or more of those cities, and to that end an appropriation of $500,000 is recommended.

Appropriation for development asked.

AUTOMOBILES.

A practical test is about to be made in Chicago to determine the feasibility of transporting the mails between the main office and branch post-offices by automobiles. In view of the prominence which these vehicles have recently attained in the development of the means of general transportation, it is believed that the time has come for utilizing them in connection with the carrying of the mails. If the test in Chicago shall prove favorable, automobiles will doubtless be introduced in some other cities for the purpose of carrying the mails between post-offices, branch offices, and railroad stations, as it is probable that time can be saved and better results obtained from a vehicle of this kind than from the ordinary regulation or screen wagon.

New means of transporting mails to be tested.

THE RAILWAY MAIL SERVICE.

The 1,268 lines of traveling post-offices in operation on June 30, 1899, aggregated in length a distance of 177,747 miles. The services of 8,460 clerks were required to operate these lines, who, in crews, traveled 193,529,142 miles. To accomplish this service, 3,506 cars and parts of cars were required, in addition to 63 cars on electric and cable lines and 71 apartments on steamboats. These clerks handled, during the year, 13,351,992,725 pieces of mail, an increase of more than 4 per cent over the number disposed of during the previous year. In addition to the ordinary mail, there were 17,537,058 packages, cases, and pouches of registered matter handled. There was but one error in every 10,000 pieces handled.

Families of clerks killed while on duty should be assisted.

During the year casualties in the railway mail service resulted in the death of 6 clerks, serious injury to 50, and slight injury to 162. This annual sacrifice of the lives of brave men in the service of the people, which the Department sincerely deplores but is powerless to foresee or prevent, is the one distressing feature of the postal service. It is no more than just, and I strenuously and earnestly recommend, that the reiterated suggestion of the Department, that legislation be enacted by Congress looking to the relief of the families of clerks killed while on duty, be adopted.

The question of the reorganization and reclassification of the railway mail service is one that has been before Congress several times, and should have early and favorable action.

WAGON SERVICE IN CITIES.

On June 30, 1899, there were 222 wagon routes, with an authorized expenditure of $733,921.05 per annum, an increase of 16 routes and a decrease in annual rate of cost of $722.86 as compared with the previous year. In the performance of this service large quantities of important mail matter are transported between railroad stations, steamboat landings, street-car lines, post-offices, and postal stations, and it is essential to a good administration that the service be promptly and carefully performed. Under existing law contracts for this class of service are awarded, after public advertisement, to the lowest bidder tendering the lawful guaranties with prescribed bond.

Competition between speculative contractors, usually residing at points far distant from the city in which the

service is to be performed, who have no interest in giving personal supervision to the service, and the efforts of such contractors to secure a profit from their contracts, have been detrimental to the service in many places and have caused the failure of a number of subcontractors during the past year. The evils growing out of the speculative competition in star service were noted in the report for 1898, and these statements apply with proportionately greater force to the wagon service.

Evils of speculative bidding.

I earnestly recommend that a remedy be provided and that Congress enact a law covering both star and wagon service enabling the Department to reject any bid for either of these classes of service that is not accompanied with a guarantee from the bidder under bond that in the event of the service on the route being awarded to him he will reside on or contiguous to such route and give his personal supervision to the performance of the work thereon throughout the contract term.

Legislation urged for correction.

MAIL EQUIPMENT FOR CUBA.

A distinctive mail equipment has been furnished the Cuban postal administration, and steps are now being taken to provide a similar equipment for Porto Rico and the Philippines.

FOREIGN MAILS.

The Department paid out for the transportation of foreign mails during the year $1,653,117.95. The clerks employed in this branch of the service distributed in transit 12,061,082 pieces of mail. The service which was necessarily discontinued on four routes during the late war was resumed in September and October of 1898.

Service discontinued during war resumed.

Steamship service was established between Miami, Florida, and Havana, Cuba; also between New York and Porto Rico.

PARCELS-POST CONVENTIONS.

Within a few months parcels-post conventions have been negotiated with Venezuela and with Germany. The former, though signed and approved, remains yet to be ratified by the Congress of Venezuela. The convention with Germany was completed and went into operation on the 1st of October. It is the first arrangement of the kind which has been made with any European country, and its consummation has excited much public interest.

Agreements now in force valuable as tests of the system.

It will present the most important test which has yet been offered of the feasibility, efficacy, and cost of using the mails for the transmission of merchandise within limited weights, and the results of its practical operation will be carefully watched by the business community as bearing in the most significant way upon the further development of the system.

ANNIVERSARY OF THE POSTAL UNION.

A quarter of a century has elapsed since the Postal Union, now comprising all civilized countries, was founded in the city of Berne, Switzerland, in 1874, by twenty nations. The postal administration of Switzerland proposes to celebrate in that natal city next July, with appropriate ceremonies, the twenty-fifth anniversary of the birth of the Union, and has invited all the countries of the world to be represented on the occasion. As the Postal Union was the legitimate outgrowth of a conference held in Paris in 1863 at the instance of the United States, with a view to simplifying and improving international postal methods, I consider it eminently proper that this Department should be fittingly represented at the proposed anniversary commemoration, and I have therefore designated the Second Assistant Postmaster-General and the Superintendent of Foreign Mails for that duty. A small appropriation to cover the expenses of these representatives should be made.

Celebration to be held at Berne.

EXPENDITURES IN DETAIL.

The expenditures of the postal service for the year are shown, by items, in the following statement:

Transportation of the mails on railroads	$31,621,486.12
Compensation of postmasters	18,223,506.81
Free-delivery service	13,800,400.00
Compensation of clerks in post-offices	11,095,554.31
Compensation of railway post office clerks	8,429,980.00
Transportation of the mails on star routes	4,999,280.88
Railway post office car service	3,960,953.86
Transportation of foreign mails	1,629,749.83
Rent, light, and fuel for first, second, and third class offices	1,695,586.73
Mail-messenger service	907,668.25
Manufacture of stamped envelopes	536,155.79
Transportation of the mails—regulation screen or other wagon service	726,162.73
Transportation of the mails on steamboats	434,200.98
Special-delivery service	415,994.02

Mail depredations and post-office inspectors	$406,772.89
Mail bags and catchers	274,624.42
Transportation of the mails—electric and cable cars	255,684.19
Manufacture of postage stamps	178,000.00
Transportation of the mails—special facilities, etc	176,903.95
Manufacture of postal cards	142,786.40
Miscellaneous expenses for post-offices, including furniture	175,131.26
Balance due foreign countries	140,101.15
Blanks, blank books, etc., for money-order service	99,552.86
Registered package, tag, official, and dead-letter envelopes	86,108.24
Wrapping twine	89,999.95
Renting of canceling machines	80,436.67
Stationery for post-offices	54,881.57
Experimental rural free-delivery service	149,979.69
Postmarking and rating stamps	26,974.98
Establishment of temporary post-offices at military posts	200,000.00
	101,014,618.53
Expenditures under twenty-one smaller items of appropriations	420,651.46
Total expenditures for the year	101,435,269.99
Add expenditures during the year on account of previous years	196,890.93
	101,632,160.92

POSTAL REVENUE.

The postal revenue from all sources was as follows:

Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards	$87,280,654.01
Second-class postage (pound rate), paid in money	3,527,032.26
Box rents	2,726,558.04
Money-order receipts	1,286,664.60
Letter postage paid in money, principally balances due from foreign postal administrations	98,031.38
Miscellaneous receipts	58,297.72
Fines and penalties	31,041.42
Receipts from unclaimed dead letters	13,104.74
Total receipts	95,021,384.17
Excess of expenditures over receipts	6,610,776.75

IMPROVEMENTS IN THE REGISTRY SERVICE.

The privilege of free registry of mail matter by the Executive Departments having been somewhat abused in the past, the Department is now making an effort to remedy the evil.

A notable step toward the popularization of the registry service is to be taken by the Department in authorizing

Registration at the door to be tried.

letter carriers in cities to accept and register mail matter at the door of the householder, thus saving the latter the loss of time and the inconvenience to which he would be subjected in going, perhaps, quite a considerable distance to the nearest postal station. This idea has been very well received by the patrons of the service, and gives every promise of successful operation and of adding considerably to the revenue of the Department through a more general use of the registry privilege. It is intended to extend gradually this increased facility in registering to the farmer and his family by permitting rural letter carriers to register matter.

Privilege of registering at night appreciated.

Provision for the registration of mail at night, at the larger offices, has been made, and the opportunity thus afforded business men to send registered letters after the close of the day's business seems to be appreciated and is being availed of to a gratifying degree. These changes in the registry system are in the line of progress and a more popular and efficient postal system, and will undoubtedly result in a material increase of the revenue from that class of business, and tend to reduce the risk of loss and the temptation now held out by the presence of valuable matter in the ordinary mail.

PURIFICATION OF THE MAILS.

In my last annual report I called attention to the fact that the activity and energetic efforts of United States attorneys and of the officers and inspectors of this Department had resulted in excluding from the mails many lottery enterprises and fraudulent schemes and the punishment of their operators. The work of purifying the mails in this direction and of protecting the public against unscrupulous schemers has been steadily and earnestly prosecuted with exceedingly gratifying results.

REVISION OF POSTAL LAWS.

Prompt adoption of new code urged.

The commission to revise and codify the criminal and penal laws of the United States submitted to Congress at its last session a proposed revision of the criminal laws relating to the postal service, and in a special report urged its prompt enactment into law, in view of the many defects in existing statutes. The general statutes relating to the postal service have not been revised or codified for many years, and in view of the numerous changes and amend-

ments effected by legislation enacted during the interval, I have deemed it necessary to have prepared for presentation to Congress early in the coming session, in connection with the revision of the criminal laws, a codification of all other statutes relating to the postal service. The repeal of obsolete and useless sections will be requested and such additional legislation, not radical in its nature, recommended as experience has shown to be for the best interests of the service and of the public. I urge the prompt consideration and enactment into law of these proposed revisions of the statutes relating to the postal service. A new edition of the postal laws and regulations is now being prepared, and it will greatly facilitate the business of the Department if the legislation above outlined can be passed early in the approaching session of Congress, and thus be included in the new edition of the postal code.

INSPECTORS.

In my observation of the workings of the postal service, I have been much impressed with the importance of a thoroughly capable, efficient, and trustworthy force of inspectors. The inspectors are the eyes and ears of the Department. They make its examinations, conduct its confidential inquiries, pursue depredations, watch and trace suspected wrongs and offenses, and fulfill many delicate and vital functions. The quality of much of our work depends upon the intelligence and integrity of their service. With this view of the importance of their relations to the system, a steady effort has been made to improve the standard of the force, and I do not hesitate to let it be known that, beyond the legal requirement of eligibility under the civil-service law, a personal examination is made in all applications to determine the fitness and aptitude of the candidate for the special position he seeks, and the effect is apparent in the increased efficiency of the division.

Fitness for the work a prerequisite of appointment.

LOSSES OF REGISTERED MAIL.

The percentage of registered mail lost is growing smaller year by year. The records of the Department show that during the year just closed the employees of the service handled about 15,900,140 pieces of this class of mail, with an average loss of only one piece to every 25,980 handled. This compares favorably with the preceding fiscal year,

Decrease in losses.

when the records disclosed a loss of one piece to every 24,608 handled.

Of 7,034 complaints of loss received during the year 5,183 were investigated by inspectors, and in 3,420 cases it was found that no actual loss had occurred, and in 1,312 the full amount of the loss was recovered, leaving a total of only 451 cases in which the complainants actually sustained losses.

LOSSES OF ORDINARY MAIL.

With the largely increased volume of postal business a corresponding increase may be observed in the number of complaints made in regard to the loss of ordinary mail. Throughout the year complaints were received to the number of 82,124, an increase of 10,606 over the number received during the previous year.

DETAILS OF ADMINISTRATION.

Three hundred and twenty-three post-offices have been raised in grade during the year because of their increased receipts.

There were 16,086,022 pieces of registered matter handled in the post-offices throughout the country. Registry fees were collected to the amount of $1,072,886.72, an increase of 7.48 per cent over the previous year.

Number of pieces mailed.

It is estimated that 6,576,310,000 pieces of mail matter of all kinds were deposited in the mails during the year. Of this vast quantity of mail, letters, paid and free, amounted to 3,015,092,000, while newspapers and periodicals, constituting second-class matter, were mailed to the number of 2,173,716,000.

The value of the special-delivery stamps used during the year was $547,360.50 and the amount expended for special delivery was $415,994.02, leaving a profit to the Government of $130,742.49, after deducting $623.99, the cost of manufacturing the stamps.

Amount of stamped paper issued.

There was a total of 4,917,269,025 postage stamps, stamped envelopes, postal cards, etc., issued to postmasters, the face value of which amounted to $90,151,659.71, an increase of $2,839,349.34, or 3.25 per cent., over the issues of the previous year.

The total weight of second-class matter mailed by publishers and news agents was 352,703,226 pounds, on which postage was paid to the amount of $3,527,032.26. Adding the estimated weight of this class of matter which is mailed

free in the counties of publication, gives a total of mailings for the year of 414,944,972 pounds. The number of post-offices at which second-class matter was mailed is 9,397, an increase of 19 over the previous year.

During the last fiscal year 1,159 claims of postmasters, for losses resulting from burglary, fire, etc., were considered, and allowances made to the amount of $81,713.08. Of these claims 360 had been filed during the previous year, and were pending at its close; 1,088 claims were received during the year, of which 795 have been passed upon, leaving 293 cases unsettled on June 30, 1899. Of the total amount allowed for losses, $12,590.30 was for postal funds, $55,236.05 for postage stamps and stamped paper, and $13,886.73 for money-order funds. Of the total amount of claims, $17,618.59 was for losses by fire, $56,710.80 by burglary, $4,495.58 while in transit from post-offices to depository offices, and $2,888.11 from miscellaneous causes.

There were 2,935 post-offices established during the fiscal year ending June 30, 1899, while 1,505 offices were for various reasons discontinued. Presidential postmasters were appointed in the same period to the number of 1,081, as follows: On resignations, 40; on expiration of commissions, 603; on removals, 205; on deaths, 36; on the elevation of offices to the Presidential grade, 197. Appointments.

There were 13,523 appointments made to fourth-class offices, divided as follows: On establishment of offices, 2,935; on resignations, 6,970; on removals, 2,721; on deaths, 879; upon relegation of Presidential offices to fourth-class, 18.

At the close of the fiscal year the total number of post-offices in the United States was 75,000, a remarkable increase since 1799, when there were but 677 post-offices operated by our Government. Number of post-offices.

Under the act of Congress of August 13, 1894, bonds of surety companies have been accepted in the case of first and second class offices for one-half the penalty, provided the company giving the guaranty was incorporated under the laws of the State in which the office is located. Corporate bonds are not, however, accepted for third and fourth class offices. The aggregate amount of the penalties of all postmasters' bonds now in force is about $130,000,000.

There have been 80 post-offices discontinued throughout the country as the result of the establishment of rural free-delivery routes in their neighborhood, resulting in a cut- Post-offices discontinued.

ting off of $4,719 in salaries of postmasters. It has been found desirable, however, to reestablish a number of these offices at the urgent solicitation of patrons, and other like requests are under consideration.

The results from the order directing the yearly inspection at the 28,754 money-order offices have been highly beneficial. All errors and irregularities are now brought promptly to the attention of the Department, and a perceptible improvement has been noted in this branch of the service.

Arrests for violation of postal laws.

During the year arrests for various offenses against the postal laws were made to the number of 1,679, of which 119 were postmasters, 31 assistant postmasters, 41 clerks in post-offices, 21 railway postal clerks, 34 letter carriers, 49 mail carriers, 34 employed in minor positions, and the remaining 1,350 had no connection with the service. Nine hundred and sixty-three of the total number of cases were tried in the United States courts, convictions being secured in 631. At the close of the year there were 601 of this class of criminal cases awaiting trial. Eighty-seven cases were disposed of by State courts, and resulted in 68 convictions and 19 acquittals.

LEGISLATION NEEDED.

In connection with the mail transportation service I beg to recommend the following legislation by Congress:

Publishers should be required to separate second-class mail.

To punish persons who by force attempt to enter a car or apartment in a car used for the distribution of mail, or who may assault a railway mail clerk while in the discharge of his duties as such.

To provide for the compulsory separation by publishers of second-class mail matter. While the majority of the publishers have shown a willingness to undertake this work at the request of the special officer in charge of it, a few are unwilling to cooperate with the Government in this matter, which saves expense to the Department and facilitates dispatch of mail.

I also submit, with my approval, the following recommendations for legislation made by the Fourth Assistant Postmaster-General:

Amendment to interstate commerce law recommended.

That the interstate-commerce law be amended to prohibit common carriers, to wit, telegraph and express companies, or any of their employees, from aiding and abetting in the green goods or lottery swindles, or any other

scheme carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

That a statute be enacted authorizing post-office inspectors to take out search warrants whenever the same may be necessary in the prosecution of their official duties.

That an appropriation be made for the purpose of constructing lookouts wherever, in the opinion of the Postmaster-General, the same may be needed.

That provision be made for the payment of incidental expenses incurred by local officers or others in the arrest, detention, and keeping of prisoners charged with violations of the postal laws until such prisoners can be transferred to the custody of a United States marshal.

I do not wish to close this report without gratefully acknowledging the intelligent, faithful, and zealous cooperation of my assistants and of all who are responsibly connected with the various bureaus and divisions of the Department. They have devoted themselves to their duty with ability and earnestness, and have had the aid of a capable and efficient force. It may justly be added that the postal service, which is conspicuously the business branch of the Government, is being conducted more and more year by year upon business principles.

I have the honor to be, very respectfully,

CHARLES EMORY SMITH,
Postmaster-General.

LETTER TO THE SECRETARY OF WAR OUTLINING PLAN OF POSTAL ADMINISTRATION IN THE ISLAND OF CUBA—REPORT OF E. G. RATHBONE, DIRECTOR-GENERAL OF POSTS OF CUBA—REPORT OF W. H. ELLIOTT, DIRECTOR-GENERAL OF POSTS OF PORTO RICO—REPORT OF F. W. VAILLE, DIRECTOR OF POSTS OF THE PHILIPPINE ISLANDS—SUPPLEMENTAL REPORT OF F. W. VAILLE.

APPENDIX.

Letter to the Secretary of War outlining plan of postal administration in the Island of Cuba.

DECEMBER 30, 1898.

SIR: Following our recent personal conferences, and in accordance with the directions of the President, as given in his order of July 21, and subsequent verbal instructions, I beg to outline the appended plan of postal administration in the island of Cuba under the military occupation of the United States:

1. The postal system of Cuba, while for convenience practically administered under the direction of the Post-Office Department, is to be maintained by virtue of military authority and as a part of the military government established by the United States during the period of its military control.

2. The Postmaster-General will designate a director of posts of Cuba, who will have general charge and direction of the postal service on the island in cooperation with the commanding general.

3. The existing postal rates, domestic and foreign, shall be maintained until otherwise ordered, except that the rates upon mail for and from the military and naval forces of the United States employed in and near Cuba shall be the domestic rates of the United States.

4. The postage stamps of the United States of corresponding denominations shall be used until other designs are provided, and shall bear the word "Cuba" printed across their face; and where there is no United States stamp of corresponding denomination, the stamp of nearest denomination may be used, and the exact figures of the rate may be imprinted on its face.

5. The postage stamps and other necessary supplies shall be furnished by the Post-Office Department, or by its contractors, at actual cost, and the cost of the same shall be a charge upon the postal revenues of Cuba.

6. The Post-Office Department will detail such number of trained employees from the postal service of the United States as may be deemed expedient in reorganizing and improving the service of the island, more particularly in the larger offices, and such persons while thus detailed will be relieved from their regular positions and will be paid from the Cuban revenues; but it is to be understood as our policy that the persons operating the existing system in Cuba and inhabitants of the island are to be retained and employed so far as compatible with the efficiency and improvement of the administration.

7. Provision shall be made for the prompt deposit and safe-keeping of the receipts coming into the various post-offices at the United States depository or other designated place.

8. Should the revenues of the postal service be unequal to its expenditures, the difference will be a charge upon the general revenues of Cuba.

9. The salaries of postmasters, postal agents, and employees and the general expenses of the service shall be paid out of revenues on hand or on the warrant of the director of posts, under such rules and restrictions as may be prescribed.

10. The Secretary of the Treasury shall be requested to detail an auditor, by whom all expenditures and accounts in the administration of the postal service of Cuba shall be audited.

If the plan thus outlined has your concurrence, may I ask that you will communicate it to the commanding general, with such directions as may be necessary for its practical execution?

Very respectfully,

CH. EMORY SMITH,
Postmaster-General.

The SECRETARY OF WAR.

Report of E. G. Rathbone, Director-General of Posts of Cuba.

OCTOBER 15, 1899.

SIR: Complying with a custom of long standing in the United States, of officials making annual reports of the work of their departments, I have the honor to submit, for your information and consideration, this, the first annual report of the department of posts of the island of Cuba under American occupation.

On December 21, 1898, I received the following notice of appointment as director of posts of Cuba:

"Order No. 534.

"In accordance with the order of the President, dated July 21, 1898, authorizing he extension of the postal service over territory coming into military possession of the United states, the island of Cuba having come into such possession, it is ordered that E. G. Rathbone, of the State of Ohio, be, and he is hereby, appointed director of posts of Cuba. He will have general supervision and control of the postal service in the island, cooperating with the military commander, and be subject to such rules and regulations as may from time to time be promulgated by the Post-Office Department.

"CH. EMORY SMITH,
"*Postmaster-General.*"

In connection with this order it is proper to say here that in March, 1899, when in Havana, you personally directed that the official title attached to the office created by the order should be changed from "director of posts" to "director-general of posts." The latter title has been in use since that date.

In conformity with the order, No. 534, I proceeded to Havana, reaching here December 31, 1898, and witnessed on the following day the formal surrender of power on the island of Cuba by the Spanish Government to the Government of the United States.

At 12 o'clock, noon, on the 1st day of January, 1899, for the purpose of executing your order and taking charge of the department of posts, I met, in the office of the secretary of public works and communications, Señores Don Saturnina Martinez, under secretary; Don Adolfo Saenz Yanez, director-general of public works, and Don Carlos Abalos y Trillo, director-general of communications, who proceeded to turn over to me documents, furniture and fixtures, and other belongings of the bureau of communications.

The following is a record of proceedings:

"In the city of Havana, on the 1st day of January, 1899, there met in the office of the secretary of public works and communications, on the one part, Don Saturnina Martinez, under secretary, acting as secretary; Don Adolfo Saenz Yanez, director-general of public works, and Don Carlos Abalos y Triillo, director-general of communications, and, on the second part, Mr. Estes G. Rathbone, appointed director of

posts of Cuba by the United States Government, and at 12 o'clock noon those of the first part proceeded to make delivery to the party of the second part of all the official papers, documents, furniture, and fixtures in charge of the said bureau of communications.

"And in order that it may be evident, this document is executed in duplicate on the date above indicated.

"SATURNINA MARTINEZ.
"ADOLFO SAENZ YANEZ.
"CARLOS ABALOS.
"ESTES G. RATHBONE."

Immediately upon the adjournment I proceeded to take charge of the affairs of the department. At the post-office, No. 9 Oficios street, after the firing of a salute to the Spanish flag, my predecessor, Sr. Carlos Abalos, with bared head and solemn mien, hauled down the Spanish flag, and I hoisted the United States flag in its stead, amidst shouts and cheers from the people who gathered about.

Under the impression that "drop-letter" rate was 2½ centavos de peso, 2,000,000 United States stamps surcharged "2½ centavos de peso" were sent to Havana by your department before my arrival. It was discovered that recently the 2½ centavos de peso rate for "drop letters" had been changed to 2 centavos de peso. For the purpose of changing the face value of these stamps and acquainting the employees on the island of my presence and authority, I issued the following:

"Order No. 1.] HAVANA, CUBA, *January 1, 1899.*

"*To the postal employees on the island of Cuba:*

"This is to give notice to all employees of the postal service on the island of Cuba that, having been designated by the order of the President of the United States as director of posts of Cuba, I have this day assumed the duties of such position, and have taken under my control all the operations of the service in cooperation with the military authorities of the United States.

"All the arrangements made by the United States Postal Commission relative to the temporary continuance of performance of service and the assurance given by them of pay from January 1, 1899, to postal employees who shall continue to perform service from this date are hereby confirmed and will be continued until otherwise ordered by me.

"Further necessary instructions will be promulgated from time to time for the government of the service.

"For the present, postage stamps marked '2½ centavos de peso' will be sold for 2 cents American money.

"E. G. RATHBONE,
"*Director of Posts of Cuba.*"

Headquarters were temporarily established at No. 27 Cuba street. The offices thus occupied were soon found to be inadequate, and others were secured in a building on the corner of Obrapia and Compostella streets, where, with nothing to guide by way of records, as the Spanish Government had taken everything that would be useful away, work was begun looking to the establishment of a postal system.

There was nothing left by the Spanish administration in the way of records that could serve as a finger board to point the way in any direction, or in any degree; not a postage stamp, not a cent in money was left. The "official papers and documents" named in the record of proceedings consisted of nothing that was of value to this department, being old obsolete pamphlets and documents that were of no use, so far as we have been able to discover.

It is not my intention to speak of any of the hindrances by way of making complaint, because the spirit of complaint did not prevail among those who had been

[illegible] to assist in the work. But it is a matter of keeping history correct that [illegible] facts, as nearly as they can be stated, should be given in an official report.

It was very soon apparent that the new quarters would not be large enough to accommodate the rapidly increasing business, and the work of rearranging the building assigned for the use of the department and the Havana post-office was pushed forward as rapidly as possible. The building at the foot of O'Reilly street, known as "The Cuartel de la Fuerza," was set apart by the military authorities for the use of the department of posts and the Havana post-office, and it was on this building that the work was being pushed to completion. In the meantime the city post-office was continued in the old building, No. 9 Oficios street, which had been used by the Spanish Government for that purpose for about one hundred and fifty years. The building was old, dilapidated, dark, dingy, and reeking with filth.

I believed that to continue to do business in such a place would expose the lives of our men to constant danger from disease. The demand for more room for the department and for relief from exposures from the old post-office made it necessary to complete the work on the new building as rapidly as possible. To this end a very large force of men was kept constantly employed until completed. This work was done under the supervision and direction of a United State Army engineer officer detailed for that purpose, who approved all bills for labor and material.

Going back to the beginning of the work of organizing the department of posts of Cuba, there are many things to which your attention is especially invited.

No one could possibly foresee all that was necessary to be had in the way of number of men and amount of supplies in the operation of such a work as had been given us to inaugurate and carry forward on the island. Without wishing to put myself in the attitude of criticising the administration of postal affairs by the Spanish autonomist government, it is only fair to this administration to say that we found ourselves on the 1st day of January in the midst of an almost hopeless task. One could not face the entrance to a wilderness, heretofore untraversed, with any more sense of helplessness than we faced the proposition of establishing a postal service. There were post-offices (correos), to be sure, and postmasters (administradores de correos) in charge of them, but these men knew nothing of the methods which were to be introduced, and in some instances, were indifferent to the present or proposed method.

The question of supplying the army with mail was a comparatively easy one. Military stations had been organized as branch offices of the city of New York, and being in the hands of Americans, it was not such a difficult matter to control the handling of mail. Yet even there, questions arose which needed an organized department to handle, and there was no such department.

When it came to the question of the management and control of the post-offices on the island yet in charge of the postmasters appointed by the Spanish Government, the task was a difficult one. The postal commission created by your Order No. 520, dated December 12, 1898, had been on the island a few days and had prepared a list of the offices from the best sources obtainable, and where it was possible had included the names of postmasters and the amount of salary paid. But at the best this information was meager, and as further investigation developed was not always as correct as could have been wished. It was, however, the best they could obtain in the short time allotted them, and gave the Department a foothold and a nucleus around which to begin to form something of an organization. The list of offices furnished by the postal commission contained the names of 285. These were distributed among the provinces as follows: Havana 64, Pinar del Rio 36, Santa Clara 100, Matanzas 61, Puerto Principe 7, Santiago 17.

Circular letters and blank forms of oath, printed in the English and Spanish languages, were at once sent out to all offices, and a list of questions was sent, asking for such information as was needed by the Department to get a thorough knowledge

of the conditions which existed. But many of the postmasters whose names appeared on the list furnished by the commission had left for Spain, some had left the neighborhood in which they had been living, and many others declined to give the information asked for. It is almost impossible to conceive of a service being in a more chaotic state. These postmasters who refused to answer communications also refused to take the prescribed oath of allegiance. But gradually matters began to take better shape, and before the last of February we had secured information concerning 193 offices, which made it safe to list that many in fairly good condition, and in operation under the direction, in most instances, of a native postmaster who had taken the prescribed oath of allegiance to the military government of the United States. One of the greatest obstacles which had to be encountered in getting information from the eastern part of the island was the lack of communication, and that condition, in a great measure, exists to-day.

After much deliberation I wrote the following letter:

"JANUARY 27, 1899.

"The POSTMASTER-GENERAL, *Washington, D. C.*

"SIR: As near as I have been able to determine from the best available data, largely gained from official sources, there is a postal population on the island of Cuba of about 1,250,000, including about 40,000 officers and soldiers of the United States.

"We have thus far established 36 military stations, serving about 750,000 of the postal population of the island under the United States system, leaving about 500,000 who are being served under the old Spanish system. No vestige remains of the Spanish service in the province of Santiago de Cuba, and but little in one or two other provinces.

"My observation thus far leads me to remark in this connection that the old Spanish autonomist postal system, under which we are attempting to serve a portion of the postal population of the island, is obsolete, disjointed, and inefficient. In addition, the system, such as it is, has been disrupted by the ravages of war.

"There is no money-order system in operation on the island, except at the military stations before referred to, and the means for transmitting money are meager. Where banks are doing business, and they are few, excessive rates of exchange are charged. The money-order system so far as tested has found great favor.

"My belief is that no better postal system exists than that of the United States. Nothing, to my mind, will tend more to promote a better civilization on the island than an effective postal service, providing a quick and secure means of disseminating information and at the same time giving general and economical facilities for transmitting money.

"The domestic rate of postage on the island under the old Spanish system is 3 cents, weight not to exceed one-half ounce. This costs the sender 5 cents in Spanish silver, thus increasing the rate of domestic postage on the island 66⅔ per cent over what it was under the Spanish régime, which is brought about by the placing of the sale of stamps on an American money basis. The same state of affairs exists as to other rates of postage on the island.

"Looking at it from another standpoint on the island we carry but half an ounce for one rate of postage, while in the United States we carry 1 ounce. On this basis the rate we now charge on the island is 133⅓ per cent greater than what is charged in the United States for similar service.

"In view of the foregoing facts and conditions it is my judgment that the sooner we adopt the United States postal system throughout the island the better it will be for all concerned.

"As it is now we are running two separate and distinct postal systems on the island. If, as we claim, the United States system is the best, what ground for argument is there against the proposition to at once apply that system to Cuba?

"In this connection it is proper to state that General Brooke, with whom I have conferred a number of times, is heartily in favor of adopting the United States postal system at once. He so stated to me within a week after my arrival on the island.

"As will be observed by a perusal of Orders Nos. 10, 11, and 12, the auditing and disbursing branch of this department are on a United States basis, and it seems to me all argument is in favor of adopting the United States system throughout the whole Cuban postal service, and none of any moment occur to me that can be used against it.

"It may be added that I have taken some steps for ascertaining public opinion on this question in Havana, and my conclusion is that a very great majority favor the proposed action; in fact, no one has opposed it so far as I know.

"In view of all this, and after mature deliberation and conference with Generals Brooke and Ludlow, the United States postal commission, and others, I have determined, unless meantime advised to the contrary, on the 10th of February to take definite steps toward the adoption of the American postal system in its entirety on the island, of course on an independent basis.

"This letter will reach you in ample time to consider the matter and advise me if you entertain contrary opinion."

In reply to which I received the following cablegram from the Postmaster-General:

"FEBRUARY 8, 1899.

"RATHBONE, *Havana:*

"Letter of January 27 considered. Proposed full establishment of American postal system understood to involve American domestic rates in Cuba and Postal Union rates outside. On this basis your proposal approved.

"EMORY SMITH,
"*Postmaster-General.*"

On the 10th of February letters were written to the postal agents at military stations, numbering 36, directing them to at once consolidate the military station with the local post-office, and where the Cuban postmaster was a proper person and desired to continue employment he was to be assigned to duty as assistant postmaster, with the view of teaching him the American system. A letter was also addressed to the local postmaster, stating the object of the consolidation. In most cases the local postmaster continued service as assistant postmaster.

Realizing the importance of a thorough organization of the working force at headquarters, I, from time to time, created bureaus and delegated to the chiefs of these bureaus the authority to collect information from all sources and prepare instructions to go out over the signature of the director-general to the postmasters and other employees of the postal service. The organization thus made, and which is in operation now, together with the dates of the creation of the several bureaus, is as follows:

Bureau of finance	January 7, 1899
Chief clerk	January 18, 1899
Bureau of postal accounts	January 25, 1899
Bureau of translation	January 26, 1899
Bureau of appointments	January 26, 1899
Bureau of transportation	January 26, 1899
Bureau of postal money orders	February 10, 1899
Bureau of special agents	February 14, 1899
Bureau of registration	February 14, 1899
Bureau of dead letters	March 8, 1899
Superintendent and disbursing officer	June 1, 1899

We have an acting advisory counsel, but have not yet permanently organized the legal branch of the department.

It was of great importance at the commencement of the service here that the finances of the department should receive the most careful attention. Consequently, on January 7 the bureau of finance was organized. To this bureau was assigned the charge and custody of postage stamps, stamped envelopes, and postal cards, and the purchase, care, and distribution of supplies of all kinds and to all branches of the service. The first consignment of stamps sent from Washington was 1,000,000 1-centavo, 2,000,000 2½-centavo, and 400,000 10-centavo stamps. As already stated, however, the stamps surcharged 2½ centavos de peso were, by my first general order, placed in value at 2 cents each and proper records made concerning the change, so that the transaction might be understood without further explanation.

The total number of stamps sent from Washington to the department of posts during the six months ending June 30, 1899, of all denominations, was 18,420,000, and the total value of the same was $522,000. In detail, there were 4,000,000 1-centavo, 6,000,000 2-centavo, 4,000,000 3-centavo, 4,000,000 5-centavo, 400,000 10-centavo, and 20,000 special-delivery stamps. The department also received during the time 1,003,000 1-centavo, 581,750 2-centavo postal cards, of the value of $21,665. For a detailed report of the work of this bureau your attention is respectfully called to the report of the chief of the bureau.

The bureau of postal accounts, to which was sent all bills for audit and payment, including the salaries of all employees of the department, as well as postmasters and post-office employees on the island, was created January 25. This bureau was framed on the lines of, or modeled after, the Sixth Auditor's Office of the Treasury Department. Among the first things to which the work of this bureau was directed was the payment of salaries of postmasters and other employees in post-offices. The data on which this work was begun was that furnished by the postal commission, and was necessarily not complete. They had had a difficult task, and when the work was turned over to the department, only the foundation for it had been laid. Employees had been assured that the salaries they had been receiving, or were recommended by the commission, would be continued until readjustments could be made by the director-general.

No one could tell what the receipts would be under normal conditions, and an attempt at the beginning to adjust salaries of postmasters on the basis of receipts would have necessarily resulted, in many instances, in injustice to employees or to the department. Information was obtained as rapidly as possible from available sources, and postmasters were asked to furnish what they could concerning the receipts and expenditures of the offices. Postmasters were required to take the prescribed oath of office. This was a matter of slow progress, as many refused to take the oath and many had gone away from the communities where they had been serving leaving no records of any description. Gradually order began to come out of this chaos, and by April the bureau of accounts had a pay roll which was reliable, and which prevented the probability of any double or wrong payments.

As you will see, by referring to the report of the chief of the bureau of accounts (now the assistant auditor of the island for the department of posts), the revenues of the department for the six months ending June 30, 1899, were $250,100, and the disbursements $265,572.64, leaving a deficit of $15,472.64, less canceled warrants, $1,202.39, leaving a true deficit of $14,270.25. It is proper to state, however, that the revenues, as shown by the above figures, do not give the correct receipts of postal funds on the island. Amounts aggregating $99,912.98 were sent from New York or transferred from other funds upon advices from Washington, leaving actual receipts of the department deposited up to June 30, 1899, $150,187.02. These amounts transferred and sent from New York will be replaced from the revenues of the island. It was necessary in the beginning to go to great expense on account of fitting up post-offices, especially that in Havana, and of furnishing a large amount of supplies for offices all over the island. These supplies were not on hand, and all the printing of

every character and for all offices and branches of the service had to be done in both English and Spanish, which entailed great expense. All this made the difference in receipts and disbursements seem abnormally large.

However, when once the offices are equipped and all expenses are paid which had to be made in establishing the service, the column of receipts will appear to much greater advantage when placed beside the figures showing disbursements. The first expenses are pretty nearly paid up, and a number of post-offices are equipped in a way which would be a credit to offices in towns of corresponding size in the States.

One of the questions which engaged the attention of the department at first, and which demanded great care in handling, was that of the transportation of mails. In this connection your attention is especially called to the report of the chief of the transportation bureau, which goes fully into the situation, giving in detail the condition of this branch of the service and the changes which were brought about soon after this administration assumed control. Too much emphasis can not be put upon the fact that communication between the eastern and western parts of the island is very poor because of the lack of railroads, and that for this reason the department is compelled to rely wholly upon steamship lines operating on the north and south coasts.

Under old Spanish decrees, in force when American occupation and control began, nearly all of the railroad companies were required to carry the mails free of expense to the Government. With steamship companies this was different, and I found on the 1st day of January that contracts between the department and these companies were in force which, if they remained so, would have proven to be too much of a burden on the department. As nearly as I have been able to ascertain from the meager records at my command, the steamship contracts amounted to $141,129.60 per annum. There were seven of these contracts, and the attention of the department was at once directed to the question of reducing the contract prices, and our aim was to get the service for the first year and a half, or up to June 30, 1900, for as small an amount as possible. We conferred with the owners and managers of the steamship lines, notably the Herrera Line, plying on the north coast eastwardly from Havana to Santiago, and the Menendez Line, plying between Batabano and Santiago on the south coast, the result of which was that these two lines, which are the most important ones, agreed to carry the mails gratis until June 30, 1900. As one of them stated in substance, "We can afford to contribute this much to ward rehabilitating the business of the island, which will ultimately redound to our benefit; besides, we get whatever protection is thrown about the mails."

The steamship companies were very important factors in the handling of mails, because of the lack of railroad facilities, and thus having such an advantage the generosity of a part of them agreeing to carry the mails free of expense, for a stipulated time, is greatly to be commended. There are seven steamship routes and eight companies employed in the service. The seven routes cover a distance approximately of of 2,563 miles. The service is paid for on three routes and is free on four of them; but the contract price on these routes was reduced from about $141,129.60 per annum to $2,200 per annum for the period from January 1, 1899, to June 30, 1900.

The number of railway routes in operation at the present time is 30, and the total mileage is about 1,045.7. As stated above, under royal decrees, the railway companies were generally required to carry mails free. This condition was continued after American occupation, and the only expense to the department at the present time, for this service, is $1,914. Your attention is again invited to the report of the transportation bureau showing the number of railway routes in operation on June 30, giving the length of each route and the terminal points.

To the same report your attention is invited to the past and present history of the star route service. The service as it existed under Spanish rule was crude in the extreme and had little relation to the same class of service in the United States, after

which we are modeling. As soon as practicable after January 1, 1899, steps were taken looking to the establishment of star route service on American lines. The number of such routes on June 30, 1899, was 35, and the total mileage about 705. The price paid for these contracts is $15,564.

There is also in addition to this a courier service in Santiago province, established and maintained by military authority. There are 7 of these routes, employing 14 couriers, at a total annual cost of $12,600. At the time of preparing this report this service has been ordered discontinued.

One of the most radical changes effected in any one branch on the island is perhaps that of the railway mail service. A full detailed account is given elsewhere of this service as conducted before the Americans took charge and that now in operation. We found the postal clerks without well-defined methods of work; without much idea of the real character of the service expected of them, working the mail on two seats turned together; without uniform to distinguish them, and in many cases subordinating legitimate work to that of carrying parcels and even letters which were handed them directly, for the delivery of which, both parcels and letters, they received a fee; and often these fees, if information is correct, amounted to more than the salary.

All this is changed. Methods are in vogue now which add greatly to the safety of the mails. Clerks are thoroughly instructed in their work, and in nearly every instance take an intelligent interest in it. Their work is done in reasonably well arranged compartments in second-class cars. A uniform cap has been prescribed which will add to the appearance of the clerks and also, I think, will tend to make them take pride in their position, and so will, indirectly, at least, be of benefit to the service. The practice of allowing the clerks to carry parcels and letters and personally deliver them to the addressee has been stopped, as in my judgment it was a pernicious practice and its tendency was to degrade and disorganize the service.

The transportation and delivery of the mails on the island, looking to speed, safety, and promptness, is a question which must necessarily occupy a large place in the efforts of the Department, both at the present time and in future. There is no service more sensitive to criticism of the public, and none which can make itself felt for greater good if properly administered. It has been the great aim since the department was established to give a quick, efficient mail service, and it has seemed to me that the cooperation of all the employees, as well as the companies carrying the mails, has been enlisted to a remarkable degree, and that all are laboring with one end in view, i. e., the betterment of the service. Until railroads traverse the length of the island and connect with other roads leading into all parts of the several provinces the best service can not be attained.

It was my purpose from the first introduction of the American service on the island to reappoint all postmasters then serving who were giving satisfaction and who would take the prescribed oath of office, and then to make appointments of postmasters and clerks in all branches of the service, using similar forms to those in use in the United States. At first it was necessary to make these appointments by use of an ordinary letter. Later, forms were prescribed which were used in notice of appointment of employees and postmasters were appointed in the same manner as in the United States, a complete record being made of each step of the transaction. Being without forms or books of record, the task was by no means an easy one to keep the records in such shape that ready reference could be made to orders of appointments. Gradually, however, a system was built up and an intelligent use of the means at hand by those in charge of the work has brought this system up to a point which gives good satisfaction. Not being acquainted with methods in operation on the 1st of January, and having no personal knowledge of the postmasters themselves, I deemed it wise and so ordered that stamps should not be sent to postmasters to be sold and sales reported, but that they should be required to purchase

stamps from the Department, and not required for this reason to give bond. At military stations, which were branches of the New York City office, the acting postmasters were under bond and on this bond stamps were supplied.

Gradually the money-order business is being established at a number of offices where natives are serving as postmasters, and in such instances bonds have been required and bond companies have been taken as surety for the full amount of the penalty, as personal bonds could not safely be taken in the present condition of affairs on the island.

According to the records of the appointment bureau there were listed 193 post-offices by the latter part of February, and up to that time very little had been done in the way of changing the postmasters or readjusting the clerical force and salaries. Just as rapidly as possible information was gathered from these offices, by reports from postmasters, where they could be had, and by reports of special agents, as rapidly as they could cover the field, which, as has already been spoken of, was a slow and tedious task.

The appointment of postmasters and clerks, the securing of bonds, and the adjustment of salaries and allowances was conducted through the appointment bureau, and for the detail of the work your attention is invited to the report of that bureau.

On June 30, 1899, there were 239 offices in operation, distributed among the six provinces as follows: Havana, 60; Matanzas, 46; Pinar del Rio, 30; Puerto Principe, 7; Santa Clara, 64; Santiago, 30. At these 239 offices there were, on June 30, 535 employees, including postmasters and acting postmasters. Of these, 59 were Americans and 476 were Cubans. At the close of the fiscal year free delivery had been established at 23 offices and 96 carriers were employed in the delivery of the mail.

In this connection I may say that it is my intention, and it is already being introduced, to establish what is known as one-carrier free-delivery offices, in most instances the carrier performing the mail messenger service, so as to prevent the further operation of the system of clerks delivering mail and charging a fee on each piece.

The total penalty on bonds in force at the close of the year was $149,000, of which $112,500 was on postmasters and post-office clerks. By this means it is the purpose to make the transactions in the post-offices on the island as safe as possible. I may say, however, that as the premium of bonds make up quite an item of expense to the postmasters, it has made it advisable to keep the penalty as low as possible, and this in turn has required the Department to make the money-order reserves smaller than is sometimes convenient, and for the best interests of the service. However, experience has brought about an adjustment that is giving fairly good satisfaction. During the six months ending with the close of the fiscal year there were 366 appointments of employees made, and 189 separations from the service, in all its branches. Of the appointments 75 were departmental employees, 102 were postmasters, and 189 other employees. The corresponding separations were 41, 48, and 100.

Just as rapidly as information concerning the needs of communities can be obtained new offices are being established for the benefit of the people, and, following the practice in the United States, names are being given to the offices consisting, where possible, of only one word. I have given instructions, also, that where it is practicable, and objection is not made by the patrons, that the present names of offices shall be simplified. Many of them consist of three words, and in several instances these have been reduced to two, and double names have been made single. This work, however, for obvious reasons, will be very slow, and probably will never give entirely satisfactory results, as the names are of many years' standing, and the people seem slow to consent to changes.

On the 1st day of January, 1899, the money-order service was in operation at 32 military postal stations on the island, all of which where then being conducted as branch offices of the New York City post-office. Steps were taken as soon as pos-

sible to make independent offices of these, and the work of discontinuing them as branches of New York was begun on February 17, when Cienfuegos was discontinued, and the same action was taken with Havana on the following day, February 18. The work was not completed until March 18. On June 30, 1899, there were 37 money-order offices in operation on the island, and the system began to be better understood by the people. Outside of the soldiers at those offices, the system was little used on the 1st of January. The people generally did not understand it, and therefore did not appreciate it.

However, the facilities for exchange, both foreign and domestic, were so limited that business men were ready to consider any plan which seemed to embody the elements of safety, promptness, and economy. The price fixed on the money orders was low enough to attract the attention of those who wanted exchange, and all that was then needed was the experience to demonstrate that the system was safe and reliable. This, of course, we knew was true, but the people here, naturally conservative, and not altogether trustful of the new condition of things, were slow to place their confidence in the system of exchange proposed by the money-order system. I am very glad to be able to say that this part of the service has been handled so well that confidence in it has grown from the first, and the rapidity of the growth is shown by the increase of business during the quarter ending June 30 over that of the quarter ending March 31, 1899.

For the quarter ending March 31 there were issued, of domestic money orders, 1,409, the amount of which was $48,991.12, while for the quarter ending June 30 there were 3,365 orders issued, representing an amount of $129,513.99, an increase of 1,956 orders and an increase in amount of $80,522.87. For the same quarters the number of orders paid was 712 and 3,267, respectively, an increase of 2,555, and the amounts, respectively, were $23,954.70 and $132,658.69, an increase of $108,703.99. For these quarters the international orders issued in Cuba and payable in the United States, as certified by the Havana exchange office, were large and showed a corresponding increase. Ending March 31 the quarter's business showed that 6,362 orders were issued, for the amount of $174,983.91, while for the next quarter, ending June 30, 11,402 orders were issued, for the amount of $340,724.06, the total being 17,764 in number of orders issued and $515,707.97 in the amount they represented. The increase in each was almost double, the increase in number of orders being 5,040 and in amount $165,740.15.

When it is borne in mind that during the first of these quarters the United States Army, in large numbers, was yet on the island, and used the money-order system very freely, and during the last quarter a very large percentage of the Army was gone, it is not hard to see that the great increase came because of the growing popularity of the money-order system among the people of the island. The number of international orders paid was small compared with those issued. For the first quarter the number of orders paid was 581, the amount being $12,734.70, while for the second quarter the number of orders issued was 1,029, an increase of 448, and the amount was $24,461.43, an increase of $11,726.73. It has been the purpose of the department of posts to so conduct the money-order business that the public would have confidence in it, and that the people would have a means of exchange simple and safe, and at such rates that it would be within the reach of every one.

During the time covered by this report I had frequently considered the propriety of increasing the rates on international money orders, realizing that the business might increase to such an extent that the matter of transfer of the money from the island to the States to meet advices might become a problem not easy to solve. It is perhaps not improper to say that since June 30, after consultation with yourself and others in authority here, I have issued an order increasing the fee on international money orders to 50 cents on $100, and have also limited the number of orders which can be issued to one remitter in one day to one payee, the limit being fixed at five. This was brought about largely because of the unprecedented number

of orders which were sold during part of July, August, and a part of September. These increased sales were made at nearly, if not quite all, of the money-order offices on the island, and were especially large in Havana, where in one day the number of orders issued was 1,212, and the amount of the same was $115,048.02. Not coming within the province of this report, it would not be proper to go further into detail concerning these transactions, and I will only say that the volume of business was at once checked and again resumed its legitimate channels.

Very much the same conditions as those surrounding the money-order business on January 1, 1899, prevailed in connection with the registry business, though it was more generally in use, because the people seemed to be anxious to find some method of dispatching their mail matter which promised greater security than the ordinary mail. However, the registry system then in operation was a poor one compared with that we were about to introduce along American lines. The report of the bureau of registration gives somewhat in detail the working of the Spanish system and shows how sadly the service needed reformation. Very few safeguards were thrown around the handling of registered matter, and it is not unfair to say that it would stand no comparison whatever with the system in vogue in the United States. To show how far the system failed of giving the protection it should, one instance is enough to recite. It is that of the Havana office, where there was on January 1, 1899, an accumulation of registered mail matter of over 2,000 pieces, covering a period of three or four years, containing a declared value of nearly $7,000 in American money. Steps were taken at once to deliver this mail or return it to the country of origin. The work of the present system shows its great superiority in the fact that of the letters of declared value addressed to parties in Havana there were delivered containing money value of $6,275 and the remainder, $616, was returned to Spain.

This branch of the service was organized in conformity with that in operation in the United States, and on April 14, 1899, an order was issued changing the fee, raising it from 5 to 10 cents, which was to include either foreign or domestic return receipts. Though registration was practically used under the Spanish Government, the increase during the second quarter of American occupation over the first quarter is marked. During the first quarter the number of domestic letters registered was 5,649, and the number of foreign was 14,189, a total of 19,838. The domestic parcels were 1,968, and the foreign 2,618, a total of 4,586, which, with 2,447 official letters, make a total of all pieces of 26,871. During the second quarter the pieces were: Domestic letters, 6,551; parcels, 824; foreign letters, 14,751; parcels, 3,390; official, 3,993; a total of 29,509, an increase of 2,638 over the previous quarter. That there should be any increase, in view of the fact that the Army had been largely withdrawn before the beginning of the second quarter, shows a growing confidence on the part of the public. The safety with which these letters and parcels were handled is shown clearly in the fact that only one registered piece was lost by theft, and that was recovered.

It was apparent early in the organization of the service that it would be necessary to have a thoroughly organized and well-equipped force of special agents, corresponding to what is known in the United States as post-office inspectors. The Department at Washington kindly assisted in this important work by sending to my aid for a short time a few men from among the best post-office inspectors. These men, with some special agents appointed by myself, began the work of a personal inspection of the post-offices on the island, and their reports, supplemented by the information gained from postmasters and other employees by correspondence, have formed the basis of my action in appointing postmasters, clerks in post-offices, and railway postal clerks, and also in adjusting salaries, securing locations for post-offices where needed, and fixing rentals. It would be unjust to compare the importance of the work of different bureaus, because each has its own place, and all are to be commended for faithful and intelligent work done during the establishment of the postal service in the island.

The special agents are the immediate representatives of the director-general, and their work is supposed to bring him into close touch with all that is being done in all branches of the service. These agents are under the immediate direction of a chief special agent, and to him are referred all inquiries concerning adjustment of the affairs of post-offices which can not be accomplished through other bureaus. Reference is made to him also of all cases of depredations upon the mails, both domestic and foreign. For more minute information attention is invited to the tables and other matter found in the report of the chief special agent. Necessarily, his report touches upon nearly all of the branches of the service, and if there seems sometimes to be repetition in the several reports it is explained upon that theory. The importance of the work of special agents can not be overestimated. It has been their duty to go into every part of the island, and their travels have been attended, uncomplainingly, by great hardships. Their experiences are now a part of the history of the establishment of the postal service in Cuba, and a very interesting part. Some sections of the island are wild and mountainous, and it is only just to say that going into these sections alone, as these agents have been obliged to do, has been fraught with some danger as well as by hardships and great personal inconvenience.

A careful inspection of the tables which accompany the report of the chief special agent shows, better than in any other way, the whole field of the operations of the bureau. Out of the whole number of post-offices on the island in operation on the 30th of June, special agents had visited 188, many of them having been visited several times in adjusting, to the satisfaction of the department, the numerous questions arising for settlement. This may seem like a small number to anyone in the United States reading this report, but the conditions here need only to be studied to show the great amount of travel necessary to the work that has been done, and travel here does not mean what it does in the United States, over the best railroad lines.

A dead-letter bureau was practically unknown in Cuba when the Americans took possession and the department of posts was established. On March 8, 1899, this bureau was created, and all "dead" mail which had been accumulating in the post-offices on the island, and especially in Havana, for several years, was ordered to be sent to the bureau for disposition. On investigation it was found that thousands of pieces of mail matter had accumulated, and much of it dated as far back as 1891, and seemingly little, if any, effort had ever been made to deliver it. It was a matter of months of time to get this mail opened and properly disposed of, but the work was accomplished very satisfactorily and the bureau was organized, so that all undeliverable mail matter is now sent to it and disposed of promptly. The work is organized and prosecuted under like rules governing the Dead-Letter Office in Washington.

From January 1 to June 30, 1899, the number of pieces of mail of all descriptions sent to the dead-letter bureau for treatment was 73,688. Of this amount, 37,347 pieces, or a little more than one-half, were disposed of unopened, 35,427 pieces being returned to countries of origin, 1,890 pieces returned to senders, as per cards and requests, and 30 pieces delivered to applicants. Of the 36,341 pieces which were opened, 1,741 were delivered to addressees, 1,309 were filed, 31 are awaiting evidences of delivery, and 33,260 of no value, and which could not be returned to writters, were destroyed. Of those opened, 49 contained money, 134 money orders and drafts, 24 contained postage stamps, 221 contained papers of more or less value, 789 were of no value, and 1,824 were ordinary registered letters. The dead-letter bureau is the clearing house for the department, and is the final place of receipt of all undeliverable mail, and its active operation in connection with handling the volume of mail coming in and going out of the island gives reasonable assurance that nothing is left undone in the effort to have mail of all kinds reach its destination safely.

It is a matter of interest to know that undelivered mail was received from and returned to sixty-nine foreign countries, covering all civilized portions of the earth. The greatest number returned to any one country was 17,438 to the United States.

Spain was second, with 7,108 pieces; Germany third, with 4,434; France fourth, with 2,875; Great Britain fifth, with 1,138; Mexico sixth, with 948, and Italy seventh, with 153 pieces. The highest number received was 2,859, from the United States, and the only other one of importance was Mexico, from which 541 pieces were received. The way the work is now managed makes it practically impossible to have another such accumulation of mail as was found here on the 1st day of January, 1899.

As nearly all correspondence with native employees had to be conducted in the Spanish language, it was necessary from the first to have an organized translation bureau, so that the department could understand communications received, and be able to answer them and give instructions intelligently. As the volume of correspondence increased the work of the translation bureau grew, and there are now employed in this branch of the service five clerks and two typewriters, in charge of a chief, who is held responsible for the correct translation of all matter sent to him. The importance of this work is great, as the consequence attending an error in the translation of an order, or of the rules and regulations governing the department might be serious and far reaching. It has been my purpose, therefor, to employ skilled men in this part of the service and avoid, as far as possible, all errors, to the end that we might get a correct version of correspondence coming to the department, and might not be put in false position in connection with orders issued and instructions given. There is no statistical report to make in connection with the work of the translation bureau.

Thus far I have treated of the practical workings of the department and have not said much as to the organization and the changes made from time to time, which naturally resulted from the growth of the service.

In September, 1886, the postal and telegraph service were consolidated and made part of one administration, and postmasters acted as telegraph operators at points where there were telegraph offices. This consolidated service was in operation up to the time of American occupation.

On January 1, 1899, the Signal Service of the United States Army took charge of the telegraph system. The general policy, therefore, has been to separate the postal service and that of the telegraphs. However, this has not always been possible, and there are now 11 offices where postmasters are serving in the dual capacity of postmaster and telegraph operator. In most of these cases the Signal Service officers are providing for part of the rental of the buildings where the offices are located and pay also a portion of the salaries and incidental expenses. The tendency, however, of the present policy is toward complete separation. In effecting these arrangements the relations between this department and the Chief Signal Officer have been amicable, and I have found that officer willing and anxious to assist in such an adjustment as to bring about the best results. Early in the present administration of the postal service the need was felt of rules and regulations by which employees would be made acquainted with their duties, and upon which they could rely for decisions touching the practical work of the Department in its relation to all its branches.

To this end two experienced post-office inspectors were assigned to the duty of preparing these rules and regulations, and much time and labor were spent in the work; but before their completion it was discovered that with the many questions constantly arising, which were new and not to be met with in the United States, it would not do to publish them, based, as they would have been, upon knowledge of the service as it existed in the United States.

In the meantime a penal code for the island of Cuba was under contemplation. I made a trip to Washington for the purpose of assisting in the preparation of this code, in connection with the legal advisers of the Post-Office Department, and held repeated conferences with those officials there. This code was finally completed in

manuscript and after receiving the approval of this department was approved by yourself, and on June 15 was promulgated by the President, through his Secretary of War.

The code confers upon the director-general of posts practically the same authority as is conferred upon the Postmaster-General of the United States by act of Congress.

On July 21, 1899, the code was promulgated by Order No. 115 from Headquarters, Division of Cuba, and was published in the Spanish as well as the English language. The following is the order, based on the order of the President, above referred to:

"No. 115.] HAVANA, *July 21, 1899.*

"By direction of the military governor, the following postal code is hereby promulgated and declared to be the law relating to postal affairs in Cuba.

"All laws and parts of laws heretofore and now existing in the island of Cuba inconsistent with the provisions of this order are hereby declared null and void.

(Here follows the text of the code, in both English and Spanish.)

"ADNA R. CHAFFEE,
"*Brigadier-General, Chief of Staff.*"

I am aware that this action was subsequent to the time covered by this report, but as the work of preparing rules and regulations was begun early in the administration it is proper to call attention to the matter here. I have also to report that, immediately upon the promulgation of the code by the Governor-General, a commission was appointed with instructions to prepare and submit a draft of rules and regulations based upon laws as laid down in the postal code, which is the fundamental law of the island, and that commission is now at work upon the same.

My first order, issued on the 1st day of January, 1899, and heretofore quoted, was followed on the same day by an order appointing an assistant postmaster for Havana, who was put in immediate control of the work of the post-office. This was followed by an order discontinuing the custom of charging a fee by the letter carriers in Havana on mail delivered. On the same day the appointments which had been made to the Cuban postal service prior to the 1st day of January were confirmed by myself, and employees then became a part of the department of posts.

It is not practicable to go into details concerning the many changes which were made in the assignments of clerks to the different branches of the service in all parts of the island. It has been my policy to place an American in the larger post-offices, with the understanding that some native was to be taught the work, and when he had become proficient the American would be withdrawn and sent elsewhere and the native appointed postmaster. There are many other reasons for changing men from place to place, and I have looked only to the good of the service when such changes have been ordered.

On January 9 the box rentals in the Havana post-office were fixed at $2 for the smaller boxes and $3 for the larger. In this connection I also issued instructions to the effect that box rents which had been paid to the Spanish Government, and for which box holders held receipts, should be recognized as having been paid up to the time covered by the said receipts. This made an item, but it seemed to me that such action was only keeping faith with those who had paid their money for boxes.

The bureau of postal accounts was from the beginning the auditing office of the department of posts, and was so recognized in an order published on January 25, 1899, requiring all claims which in any manner affected the accounts of the postal service to be certified to that bureau. This arrangement made the matter of the change of the bureau and its transfer to the War Department as a part of the office of the auditor of the island a very simple transaction.

Several robberies had occurred at military post-offices, and to prevent a recurrence of these I issued instructions on February 16 to acting postmasters to request from

the commanders of the military forces in the vicinity a special guard for each night, at least, and during the daytime, if necessary. I issued other instructions looking to the safe-keeping of the money and other valuable property.

In order that the department might at all times be informed of the number of United States troops being served at post-offices where the troops were stationed, I issued special instructions to postmasters on the 1st day of March requiring them to report to me, giving the regiments and companies of such troops. They were also required to report all changes made that might affect the number of troops. This was done also for the purpose of furnishing information to postmasters at Havana and other distributing points, so that the least possible delay might be experienced in delivering mail to soldiers of the army.

Early in the administration it came to my knowledge that some of the employees in the Cuban postal service had been selling lottery tickets, or were interested in the sale of such tickets, in Havana and in other places on the island. On March 7 an order was issued forbidding employees to sell lottery tickets or in any manner to aid or abet the promotion of lottery schemes. For the purpose of making this order more effective it was announced that any violation of it would be regarded as a cause for dismissal from the postal service. Postmasters were also required to post a copy of the order in a conspicuous place, so that due notice might be given to all concerned.

Up to this time the department of posts of Cuba was without an official seal, and after consultation, and with the approval of yourself, I issued an order, under date of March 15, 1899, authorizing and adopting a seal, of which the following is a description:

"A disk, 1¼ inches in diameter, with outside and inside circles, the space between the two circles being three-sixteenths of an inch. The outside circle is a heavy, corded line, the inside a plain one. Between the circles are the words 'Department of Posts of Cuba,' and two stars. The center of the disk represents in the main the entrance to Havana Harbor. In the foreground is a royal palm, with tobacco plants at the base. Beyond is the entrance of the harbor and a vessel entering the same. In the distance is Morro Castle, and on the sea outside another small vessel. On the left of the center of the disk is the punta, and clouds overhanging the whole scene."

On March 27 instructions were issued to postmasters and acting postmasters to make out pay rolls, giving the names and titles of themselves and all employees, specifying the time of service and stating the amount of salary of each. The pay roll was then to be certified to by the postmaster as correct, and when properly prepared and filed in the department, warrants were to issue in payment. The plan of paying on a certified pay roll was adopted in order to avoid the possibility of double payments.

After much deliberation and many conferences with others here, and finally with your own knowledge and consent, it was decided to change the rate of postage in Cuba, both domestic and foreign. To this end, on March 30, 1899, I issued an order concerning domestic rates, the full text of which is given here, as it is of much importance, because it is a turning point in the history of the Cuban postal service:

"MARCH 30, 1899.

"To POSTMASTERS:

"On and after April 1, 1899, the following postal rates will be in force on the island of Cuba:

"Sealed letters and all written or typewritten matter of a private nature, and postal cards, single or double, are first-class matter, and are subject to the following rates:

	Cents.
"Letters not exceeding in weight 1 ounce	2
"Postal cards, single	1
"Postal cards, double	2

"Second-class matter is subdivided into two classes, second class (*a*) and second class (*b*), and is subject to the following rates:

"Second class (*a*). For every package not exceeding in weight 1 pound, 1 cent.

"Second class (*b*). For every package not exceeding in weight 8 ounces, 1 cent.

"Periodicals, and only periodicals, when mailed by the publisher thereof, belong to second class. In order to entitle publications to be thus classified they must possess the following characteristics:

"1st. They must be regularly issued at stated intervals, and as frequently as four times a year.

"2d. They must be issued from some known office of publication.

"3d. They must be publications for the dissemination of information of a public character, or be devoted to literature, art, or the sciences, and have a legitimate list of subscribers.

"4th. No publications which are designed primarily for advertising or free circulation shall be considered periodicals.

"5th. The periodicals must be regularly entered in the office of the director-general of posts of Cuba as periodicals.

"Periodicals mailed by the publisher to one address, either for distribution at the post-office of address or for distribution at a post-office where there is no free delivery, belong to second class (*a*), and will be mailed at the rate of 1 cent per pound or fraction thereof.

"Periodicals mailed in bulk by the publisher for the purpose of being distributed to subscribers by the carriers at a free-delivery office belong to second class (*b*), and will be mailed at the rate of 1 cent for 8 ounces or fraction thereof.

"Third-class matter is subject to the following rate:

"For every package not exceeding in weight 2 ounces, 1 cent.

"Third-class matter embraces books, transient newspapers, circulars, advertising sheets, and other printed matter not included in the second class; also corrected proof sheets and manuscript copies accompanying same, and all written legal documents of a public nature.

"Third-class matter can not be sent in bulk for distribution at the office of address unless each separate article so to be distributed has affixed thereto a 1-cent stamp.

"The rate of fourth-class matter is 1 cent per ounce or fraction thereof. Fourth-class matter embraces all mailable matter not included in the first, second, and third classes, to wit, merchandise, medicines, samples, etc. All mail must be prepaid in full before being forwarded."

The following modification of this order has since been made, and at the present time the provisions of the modified order are in force:

"Ordered, that the order heretofore issued under date of April 1, 1899, in reference to the rates of domestic postage is hereby modified so far as it relates to second-class matter, as follows:

"That on and after this date the rate of postage on all periodicals which have been regularly entered as second-class matter shall be, when sent from the office of entry by the publisher, 1 cent (1 centavo) per pound or fraction thereof. All second-class matter must be fully prepaid before being forwarded, by having thereto attached the proper amount of postage, which must be canceled by the postmaster, who must take care in seeing that all stamps affixed to second-class matter are thoroughly canceled.

"If a number of different packages of the same periodical, and addressed to different post-offices, shall be presented for mailing at the same time at any given post-office, all the packages may be weighed up together, care being taken that the weight is correct, and the stamps in payment for postage need not be affixed to each individual package, but simply enough stamps must be affixed and canceled to pay for the entire weight; any fraction of a pound being estimated as a pound.

"Postmasters need not mark second-class matter as being prepaid; and no second-class matter must be marked up or held for postage at the office of address; but each postmaster, before forwarding the same from the mailing office, must receive and cancel the proper amount of postage stamps. No daily paper shall be distributed by carriers from the office in which it is entered as second-class matter without the payment of 1 cent (1 centavo) for each paper so distributed."

The order changing the foreign rates was made the same day as the original order above, and provides as follows:

"MARCH 30, 1899.

"*To postmasters and other employees of the Cuban postal service:*

"On and after April 1, the postal rates to and from countries in the Universal Postal Union, including the United States, except as hereinafter provided in the case of persons in the service of the United States, will be as follows:

	Cents.
"Letters and other sealed matter, for each one-half ounce or fraction thereof.....	5
"Postal cards, single	2
"Postal cards, double	4

"Printed matter of every kind, commercial papers, and samples of merchandise, for each 2 ounces or fraction thereof in weight, 1 cent; provided, however, that such article or package does not contain any letter or manuscript note having the character of actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined; and further provided, that no single package of samples of merchandise shall be forwarded for less than 2 cents, nor any single package of commercial papers for less than 5 cents. The rules of the Universal Postal Union do not provide for the transmission of merchandise through the mail, so that merchandise other than samples can only be sent to countries in the Universal Postal Union at the same rate provided for letters and other sealed matter."

The remainder of the order modifies the rates here provided in accordance with the President's order in regard to the mail of soldiers, sailors, and marines, or others employed in the service of the United States.

On May 15th an order was made that the Havana post-office should be closed at 10 o'clock a. m. on Sundays, conforming with the regulation in force in the United States. In this, as in many other ways, the department of posts has striven to bring about a proper observance of Sunday, believing it to be for the best interests of all employees, both from a physical and moral standpoint.

On June 7th an order was made authorizing and adopting an official mail flag, which, with all its provisions, is as follows:

"General Order No. 40.] "JUNE 7, 1899.

"The official mail flag of the department of posts of Cuba is hereby authorized and adopted to conform with the drawing hereto attached and made part hereof.

"The following is a description of the official mail flag:

"To be made of the best bunting, color of field red.

"To have a star of five points, made of white cloth, and to be situated near the hoist.

"To have the words '*Servicio de Correos de Cuba*,' also of white cloth, to be placed in three lines, as follows:

"Top line, the words '*Servicio de Correos.*'

"Second line, the word '*de.*'

"Third line the word *Cuba.*

"The whole flag to be in shape a burgee.

"The following are the dimensions of a flag 12 feet long (flags of less or greater length are to preserve the same proportions):

"Length of flag, 12 feet.

"Width on the hoist, 6 feet.

"Width on the point, 3 feet 9 inches.

"Burgee to be made with an angle of 60 degrees; length of cut, 3 feet 3 inches.

"Star to be 24 inches in diameter, the nearest point thereof to be 12 inches from the hoist.

"Letters of the word *Cuba* and the initial letters of the words *Servicio* and *Correos* to be 12 inches in height, and the other letters to be 8 inches in height.

"It is intended that the flying of this flag shall indicate the presence of Cuban mails, and authority to transport the same.

"All vessels carrying Cuban mails will display this flag."

On June 9 a uniform dress was prescribed and adopted by the Department, to be universally worn by letter carriers, or carteros, employed in the post-offices on the island of Cuba while on duty; and postmasters at free-delivery offices were charged with the duty of properly enforcing the order. I do not deem it necessary to give the order in full, it being sufficient for the purpose of this report to say that such uniform was authorized. Its provisions have been fully complied with.

On June 10 I took steps looking to the adoption of a uniform for railway postal clerks also, but on June 15 a modified order was issued providing for a regulation cap for these clerks, and they were instructed to procure the caps prescribed in the order and to wear them.

On June 24 I appointed a commission to take up and consider the advisability of establishing a parcels post service in Cuba. It is proper to add here that while the report of the commission was not in hand in time to establish such a service before July 1, 1899, it has since been established and is in operation at the present time.

On June 30, 1899, an order was made authorizing postmasters and acting postmasters to administer oaths touching matters immediately connected with post-office affairs in their own offices. On this date also it was ordered that 6 stations of the Havana post-office should be established for the transaction of money-order business, the registration of letters, and the sale of stamps and stamped paper. These were named by letter from "A" to "F," and were located as follows, with bonded clerks in charge of each:

Station "A," at No. 126 Prado.
Station "B," at No. 14 Belascoin street.
Station "C," at Nos. 49 and 51 Reina street.
Station "D," at No. 183 Monte street.
Station "E," at No. 13 Murella street.
Station "F," at No. 93 Seventh street, The Vedado, Havana.

I also established 12 stamp agencies of the Havana post-office in accordance with the purpose of the Department to give the people every possible advantage in connection with the postal service of the city.

These acts closed the business of the department on the last day of the period covered by this report. It is not possible in a report of this character to go into much of the detail of the work of establishing such a service as is now in operation on the island of Cuba. There were so many items which entered into the account from first to last which can not be enumerated, and which had their influence, that I must leave you to judge of them in connection with what I have here recorded.

With my own report, supplemented by those of the chiefs of bureaus, you will be able to get a fair knowledge of the efforts which have been put forth in the establishment of the Cuban postal service and the result of the same.

Respectfully submitted.

E. G. RATHBONE, *Director-General.*

The POSTMASTER-GENERAL, *Washington, D. C.*

Report of W. H. Elliott, Director-General of Posts of Porto Rico.

DEPARTMENT OF POSTS OF PORTO RICO,
DIRECTOR-GENERAL OF POSTS,
San Juan, October 23, 1899.

SIR: I have the honor to submit the following general report concerning the condition, organization, and operations of the department of posts of Porto Rico from February 23, 1899, to October 1, 1899.

Pursuant to my appointment and instructions as director-general of posts of Porto Rico, I arrived at San Juan on February 22, and on the following day relieved Postal Superintendent H. M. Robinson and assumed control of the department.

In the primary occupation of the island by the United States troops under command of Gen. Nelson A. Miles, the organization of the postal service was begun at Ponce, and the first post-office, designated as military station No. 1, was opened there with Mr. Robinson as agent in charge. As the army advanced, covering additional territory and occupying other towns, post-offices were established at Juan-a-Diaz, Yauco, Coamo, Utuado, Guayama, Mayaguez, Humacao, Fajardo, and Isabel II, on the island of Vieques. Temporary contracts were made for carrying the mails, and good service was rendered.

Following the formal surrender of Porto Rico by Spain to the United States, on October 18, 1898, Mr. Robinson, as postal superintendent, took up and vigorously pursed the organization of mail routes and the establishment of post-offices all over the island. The system, except to a number of the smaller interior towns and hamlets, was soon placed on a satisfactory basis. Mr. Robinson's reports of his progress, as made, the difficulties encountered and by what means overcome, are on file in the office of the Postmaster-General.

Prior to my arrival, about November 15, 1898, Mr. Robinson transferred his headquarters from Ponce to San Juan, and after some delay succeeded in securing quarters and instituted the department of posts.

After full consultation with Mr. Robinson concerning the condition of the service, its probable needs and requirements, I concluded that my first duty should be to thoroughly acquaint myself with the island, its physical characteristics, kind and character of the postal facilities in vogue under Spanish administration, disposition and attitude of the people, what they might be anticipating in the line of postal reform, and to what extent it would seem necessary or advisable to enlarge, abridge, amend, or change the system. Accordingly, on February 25, a party, composed of Mr. Robinson, W. L. Moore, post-office inspector, W. E. Lee, interpreter, and myself, left San Juan on a tour of inspection of the post-offices and mail routes of the island.

The journey covered a period of six weeks time, and embraced a visit to every city, town, and hamlet on the island except five unimportant villages easy of access when occasion might require the presence of an official. * * *

We speedily discovered that the post-office system as conducted in the United States and proposed for this island was a new and strange institution to these people. The system heretofore in vogue afforded neither convenience, safety, nor security in the dispatch and distribution of mails. Some years ago the Spanish Government established a telegraph system on the island, giving service to the several towns or villages upon the payment of a subsidy or under contract to pay the salary of the operator, who was also appointed postmaster. The operator and postmaster was invariably a Spaniard, and his chief duty was to act as a spy in the interests of the Government. No kind of sacredness was attached to the mails. A suspicion of disloyalty, or even the wish of a person whose relations with the postmaster would warrant a request to pry into a neighbor's business, was deemed cause sufficient for opening letters and appropriating the contents for purposes of persecution.

The post-offices were side issues to the telegraph department, the furniture and appliances for handling the mails were of the most meager character, and no efforts

were made to screen or bar out the public. When a mail arrived it would be dumped on a table and people who could read and cared to call at the office for their mail were at liberty to sort the pile over. But this was a privilege taken advantage of by few, for the post-office of the country village in Porto Rico is not, as in the United States, a favorite resort either for loafing or to inquire for mail. Here every hamlet has its cartero (letter carrier), who takes most of the mail from the office and delivers it to the several addressees. This delivery is not, however, free, as in the States, but the cartero expects to receive a centavo for each letter or package delivered, and does not mind waiting around for his fee until the letter is read or the contents of the parcel are examined by all of the members of the family. The average cartero ekes out a precarious existence. I have discouraged, but against strong protest, the continuance of this custom, and do not permit postmasters to deliver mail matter to a cartero except upon a written order from the addressee. I am doing this as a means of inducing the people to visit the post-offices and learn not to fear them as institutions of evil as heretofore. Frequently, as a means of avoiding payment of rent, I would undertake to induce a merchant to accept the appointment as postmaster and give the office a corner in his store, but he would wave the proposition off with gestures indicating the horror bred by the suggestion.

The installation of a postmaster, as the culmination of a great deal of talk and explanation, was evidently impressive. Our instructions as to the arrangement of the office for privacy in handling the mails, the methods for dispatching letters, and the mode of preparing registered matter for transmission, were regarded with deep interest, and remarks commendatory of the care and secrecy exacted were frequent and emphatic. The Spanish Government expended very little money, except to high-salaried officials at headquarters, for mail service. The municipalities, I discovered, had been required to pay for the messenger service. The officials expressed both pleasure and gratitude when informed that the United States Government would take up the post-road service, for they were prone to confess that their treasuries were quite scant of funds.

The adjustments made and the information gathered as we traveled over the island enabled me to take up with knowledge of localities and their needs the development and application of the postal system to the requirements of the territory. With the military road as a central route, a coast-line post road from San Juan to Fajardo and Humacao, the railroad, with coach connections between Camuy and Aguadilla, from San Juan to Mayaguez, we were enabled, with morning dispatch from San Juan and Ponce, to arrange a schedule for the delivery of the mail at practically every city, town, and village on the island on the day of dispatch, and maintained it with few interruptions or causes for complaints until the occurrence of the hurricane of August 8, which was so widespread and severe in its destructive force that all kinds of human contrivances and plans were, for the time being, set at naught. But it affords me great pleasure to be able to state that the employees and agents of this Department, without exception, stood fearlessly at their posts, and loyally labored to reestablish communication, and to their credit it can be said that the postal service was the first of any department on the island to show evidences of recovery, and soon, without display or blare of trumpet, was able to resume service on schedule time over nearly all of the post roads.

The destruction of the railroad between San Juan and Camuy, Aguadilla and Mayaguez, and Yauco and Ponce caused the most serious and lasting interruptions, and to this date, because of the nonresumption of train service over parts of the lines, we are held to slow time over those routes. But it is well understood that we are expediting the dispatches as rapidly as possible, and no complaints are heard. The heavy rains in the mountains at this season produce frequent torrents that make the larger streams impassable for a time, thereby causing delays for which there is no remedy, otherwise the service is giving good satisfaction. As a department that gets nearer to the people than any other, I have every reason to believe that it is

growing into favor rapidly and will prove to be one of the surest means of instilling patriotism into the hearts of the people, inspiring respect and veneration for the new order of things thrust upon them by the fortunes of war, yet not as a yoke. To all American employees my constant admonition has been to exercise patience and forbearance in the discharge of their duties, and to treat the people with the utmost kindness and consideration. Indeed, I have let it be understood that no surer cause for dischargecould be given than proof of discourtesy or overbearing deportment toward patrons of a post-office. I have had very few occasions to remind any official of shortcomings.

The readiness of the people to change from old to new conditions and their desire to learn and practice American methods and customs are in evidence on every hand. I have nowhere observed in the attitude of the people, nor have I been able to glean from conversation, an indication of dissatisfaction with, or evidences of ill-will toward, the United States Government. On the contrary, the burden of all talk with me has gone to demonstrate that while, as Spanish subjects, they yielded to authority, causing less trouble to the mother country than any other colony, yet they lived not without hope of deliverance, which they realize has finally come to them. Some, at first, in their ignorance, seemed disposed to construe their new-found liberty into license; in localities the property of Spanish residents was burned and plundered and their lives were threatened. The marauders were, however, quickly suppressed, and although we were in that part of the island where the greatest outrages had recently been committed, and at the very time the press of the States were teeming with sensational reports of conspiracies and uprisings in Porto Rico, we were unable to discover any trace whatever of any kind of disturbance or unusual commotion, and really felt so secure that we did not deem it necessary to observe the precaution of carrying arms.

Had I not been afforded the opportunity for noting the falsity of the reports as published I would have felt alarm for the safety of the mails, for, carried as they are in the interior, by peons on horseback or afoot, over lonely mountain trails, and frequently at night, they were easy prey for evil-disposed persons. But, to the credit of the denizens of the mountain districts be it said that, however strong the temptation, or to whatever condition of desperation reduced by want and hunger, as, alas, too many of the poor people of the interior are, there is not of record any authenticated case of mail depredation on the island.

On March 15 the post-offices in Porto Rico ceased to be substations of the Washington, D. C., post-office, and passed under the jurisdiction of the department of posts of Porto Rico. The title of the clerk in charge was changed to acting postmaster, plain United States stamps were supplanted by stamps surcharged "Porto Rico," and the postal service of the island was made an independent system. E. M. Gadsden, chief clerk of the Money-Order Bureau, Washington, came to San Juan on detail and established the money-order bureau of this department, through which since April 23 the domestic money-order business and international money-order business by convention with the United States and Cuba have been conducted.

Paul Leibhart, chief of the Dead-Letter Office, Washington, instituted the dead-letter bureau, providing for the guidance of the officers in charge a carefully prepared digest of the laws and regulations affecting unmailable and dead matter, and a full set of blank forms for the convenience of the bureau. A printing outfit was provided, and the bureau of printing was put in operation, completing the organization of the department of posts. Following is the roster of the department as now organized:

DEPARTMENT OF POSTS.

W. H. Elliott, director-general of posts.
P. Boissonneau, jr., superintendent of posts.
George A. Elliott, private secretary.
Lee Nixon, chief clerk.
W. F. Sapp, chief, money-order bureau.
G. J. Langsdale, chief, dead-letter bureau.
H. Clayton Graff, chief, bureau of finance.

Harry P. Fallon, chief, printing bureau.
M. R. Gatell, chief, bureau of translations.
W. E. Lee, clerk, dead-letter bureau.
A. F. Lowe, clerk, printing bureau.
F. Vall-Spinosa, chief stenographer.
Carlos Lavezarri, messenger.
Rogelio Giminez, messenger.

POST-OFFICES.

Adjuntas, J. R. Butterbaugh.
Aibonito, D. C. Saunders.
Arroyo, D. Constandse.
Anasco, Virgilio Garcia.
Aguadilla, C. H. Filbeck.
Arecibo, J. O. Tyler.
Arecibo, clerk, R. A. Rivera.
Aguada, Ramon Caceres.
Aguas Buenas, Pascual Delgado.
Bayamon, A. Giminez y Moreno.
Barceloneta, B. B. Llensa.
Barros, H. M. Monsanto.
Barranquitas, R. Santini Rivera.
Cabo Rojo, Joaquin Beamud.
Carolina, J. G. Giminez Correa.
Caguas, Thad Coffin.
Coamo, Harold Crowley.
Cayey, E. W. Van Metre.
Cayey, clerk, J. R. Puente.
Camuy, P. P. Fajardo.
Ciales, Emilio Davilia.
Comerio, Jose B. Montalvo.
Canovanas, Camilio Gonzales.
Cidra, Ramon Manzano.
Corozal, Mariano Vassallo.
Ceiba, Rosendo Quinones.
Dorado, Andres Mena.
Fajardo, Manuel S. Pacheco.
Florida, Emanuel Dominguez.
Guayama, Alfred A. Smith.
Guanica, Agustin Barrenechea.
Guayanilla, Eugene Pagan.
Gurabo, I. S. Rivera.
Humacao, Walter Newman.
Humacao, clerk, F. L. Arias.
Hatillo, Dario Ruiz.
Isabela, Andres de la Rosa.
Juana Diaz, J. Salicrup.
Juncos, Delfin Sierras.
Lares, A. S. Helms.
Lajas, Emilio Castillo.
Las Marias, Francisco Fulladosa.
Luquillo, Ignacio Herrea.
Loiza, Jose Villalobo.
Mayaguez, Charles Z. Landreau.
Mayaguez, mailing clerk, Thomas C. Vera.
Mayaguez, mailing clerk, L. Philippe Le Hardy.
Mayaguez, mailing clerk, Emory H. Smith.
Mayaguez, registry clerk, C. L. Ayres.
Mayaguez, letter carrier, Pedro C. Cuebas.
Mayaguez, letter carrier, Maximo Alemar y Castro.
Mayaguez, letter carrier, Carmelo Alemar.
Manati, Salvador Sierra.
Morovis, Manuel Barber.
Moca, Avelino Miranda.
Maunabo, Jose G. Suggranes.
Maricao, Raoul Ibarri.
Naguabo, Juan B. Pacheco.
Naranjito, Juan Valldeyey.
Ponce, R. A. Miller.
Ponce, money-order clerk, S. W. Kingsmore.
Ponce, registry clerk, D. A. Skinner.
Ponce, mailing clerk, W. H. Phelps.
Ponce, mailing clerk, W. J. Huston.
Ponce, stamp and general-delivery clerk, James Oppenheimer.
Ponce, janitor, Francisco Garcia.
Ponce, letter carrier, Francisco Piris.
Ponce, letter carrier, Victor Cornier.
Ponce, letter carrier, Emilio David.
Ponce, superintendent Playa station, J. J. Renta.
Penuelas, Juan G. Gonzalez.
Playa Naguabo, Francisco Barris.
Patillas, Ramon Lebron.
Piedras, Thomas P. Guerra.
Punta Santiago, Eloy Caballero.
Quebradillas, A. Ruiz Soler.
Rio Piedras, Juan O. Padilla.
Rio Grande, Jose Quinones.
Rincon, Ramon Arroyo.
San Juan, W. K. Landis.
San Juan, money-order clerk, E. B. Commons.
San Juan, assistant money-order clerk, Karl E. Swiggett.
San Juan, registry clerk, J. M. Haskell.
San Juan, assistant registry clerk, Louis Antonsanti.
San Juan, general-delivery clerk, Fred Leser, jr.
San Juan, stamp clerk, John Monclover.
San Juan, mailing clerk, Lymon E. Klotz.

San Juan, mailing clerk, Theo. Geupel.
San Juan, clerk, John De Choudens.
San Juan, distributer, J. M. Vasquez.
San Juan, letter carrier, H. G. Mercado.
San Juan, letter carrier, Juan T. Logo.
San Juan, letter carrier, Ramon L. Aponte.
San Juan, letter carrier, E. M. Sansenon.
San Juan, night watchman, L. G. Santander.
San Juan, janitor, Jose Ocasio.
San Juan, superintendent Santurce Station, Domingo Peraza.
San Juan, letter carrier, Juan Cubo.
San Sebastian, Juan Gonzalez.
San German, O. L. Ingalls.
Salinas, Anival Cintron.
San Lorenzo, Jose F. Aponte.
Santa Isabel, Joaquin Giminez.
Sabana Grande, Modesto Cordero.
Toa Baja, Luis L. Velez.
Talloboa, Juan Garcia.
Trejillo Alto, Gaspar Gonzalez.
Toa Alta, Luis Isquierdo.
Utuado, A. G. Hughes.
Vieques, Victor Duteil.
Vega Alta, Angel Munoz.
Vega Baja, Frank J. Otero.
Yabucoa, Francisco Valldejuli.
Yauco, Edward Jiffkins.

The number of post-offices under the jurisdiction of the department is 76; post-roads 42, covering an aggregate of 631 miles, over which the mail is carried daily. There are many towns, however, to which a daily mail service is not necessary. Three times a week would be an ample provision for the needs of such localities, and it is my purpose, when new contracts go into effect, January 1, 1900, to make such reductions as may be warranted by existing conditions. In addition to the post-road service, the steamer *Longfellow* leaves San Juan every fifth day on a regular schedule, going east and west alternately, around the island, carrying such mail as can be delivered in advance of the post-road service. At San Juan, Ponce, and Mayaguez I instituted, in May, a free-delivery service in lieu of the cartero system. I undertook to bond the carriers, so that they might be intrusted with registered matter, but when I learned that although, as private carriers, they had been permitted to take all kinds of mail from the post-office under orders from their patrons, the parties who had reposed such confidence in them now demanded ten pesos a month as compensation for becoming their sureties, I directed that no bonds be taken. The free-delivery system is working nicely, and the people have attested in many ways their satisfaction and pleasure in the prompt and certain delivery of their mail thus secured.

The greatest inconvenience under which this Department and the patrons of the post-offices suffer is the irregularity in the arrival and dispatch of mails to the States, especially dispatches. The mails are carried by the steamers of the Red "D" and the New York and Porto Rico companies. The transports sail every Tuesday or Wednesday, but go via Santiago, making the time long and uncertain. The two steamers of the first-named line sail for New York twice a month, in October, as an example, on the 12th and 26th, respectively; those of the last-named line on the 3d, 13th, and 28th. It will be seen that the intervals between dispatches in October were, respectively, nine, one, thirteen, and two days, variable enough to become aggravating. It is to be hoped that when the New York and Porto Rico Company adds its new steamer, the *San Juan*, to the list, a more regular schedule will be arranged.

In the organization of the postal service in Porto Rico it was necessary, to insure the quick dispatch, safe transmission, and certain delivery of mails, to have American clerks in charge of and assistants in the principal offices. As the affairs of the island, however, returned to normal conditions and the postal service became systematized and settled down to more perfect organization it was plain to be seen that fewer American clerks were needed, and a number whose services were no longer required were sent home. The fact has also been developed that in nearly every locality there are English-speaking natives anxious for appointment to positions at

reasonable salaries. Tests of their capabilities and competency have proved quite satisfactory, and the work of substituting native for American clerks and as acting postmasters is progressing rapidly. There are positions, however, in the larger offices where it will be necessary, for the good of the service, to keep American clerks in charge.

Upon the institution of this department and the severance of the service from the Washington post-office, I made request of the postmaster at Washington, to whom all of the clerks detailed for this service were bonded, that all of the bonds be transferred to me as director-general of posts. The bonding company agreed to the proposition, but the postmaster declined to make the transfer. There was then no company authorized, and I could find none willing to do business in Porto Rico. It was not convenient for the American clerks, at this distance from their homes, to make bonds with personal surety, and few of the native employees were able to obtain bondsmen without paying an outrageous fee for the favor. The matter has, in consequence, given me very serious concern. Now, however, two responsible companies are represented here with full authority to act, and the employees are being bonded with all possible expedition.

Prior to the establishment of the department of posts and the issue of surcharged stamps as a substitute for the ordinary United States postage stamps, the post-offices were, as previously stated, substations of the Washington post-office. All stamps and supplies were furnished by Postmaster Willett, and receipts and vouchers were transmitted to him direct by the several postmasters having stamp credits with the Washington office and authorized to make payments on account of the service in Porto Rico. I undertook, on March 15, to stop entirely the sale and use of plain stamps, but owing to the dilatoriness of some postmasters and out of consideration for people who had a supply on hand, together with the fact that our first invoice did not contain all of the varieties required, we suffered some loss of revenue before our efforts met with success. I am able, therefore, on account of the facts above stated, to present a statement of the financial operations of the Department only from March 15, as to receipts, including expenditures from March 1. I was notified that the postmaster at Washington was instructed to pay all of the expenses of the service in Porto Rico up to and including March 31.

Afterwards I received notification that he had been directed to pay all expenses up to and including June 30. Accordingly all vouchers for expenses as above shown were forwarded to Postmaster Willett for payment. The expenses for the month of June were paid out of the receipts of the Department. In the meantime an order was received providing that all receipts should be deposited with the treasurer of Porto Rico, and that the expenses should be paid from the insular funds on requisition and estimate approved by the military governor, all vouchers to be regularly passed upon by the auditor of the island. This system was continued through the months of July, August, and September. During my recent visit to Washington, however, arrangements were completed for conducting this service as a part and parcel of the Post-Office Department of the United States, any deficit that might arise to be provided by funds at the disposal of the Postmaster-General.

The question of expense in conducting the postal service of Porto Rico has claimed my most serious consideration. With a population only about 15 per cent of which can read and write, and the need of winning the confidence of even the most intelligent people; with an all "star route" service, the necessity of extraordinary expense in fitting up offices, paying rents, and providing salaries in excess of the earnings of offices as the only present means of inducing persons to accept appointments as postmasters, and with the necessity of retaining American clerks at all important offices for some time at least, I realized from the beginning that the service in Porto Rico could not, with fair service, be made self-sustaining. To approach as near that mark as it may be possible to reach has been my settled purpose.

In July I prepared, at the request of General Davis, commanding the Department of Porto Rico, an estimate of the receipts and expenditures of the department for the present fiscal year. The estimate showed expenditures of $148,526.82; receipts, $80,000; apparent deficit for the year 1899–1900, $68,526.82. The estimate was made upon existing conditions, without consideration of plans for future reductions. I have since been able to reduce it directly about $35,000, and arrangements under way insure a further reduction of at least $10,000 by January 1, 1900, and I feel quite confident of further saving in letting the new mail contracts to go into effect January 1. If I can succeed in bringing the annual deficit down to $25,000 and continue to maintain a service satisfactory to the people, I will have done well.

The money-order business in the island has made rapid growth, especially for the quarter ending September 30, and which was due to the mercantile interests taking advantage of that method of remitting to save cost of exchange. The following tables show the volume of business transacted:

	Orders issued.			Orders paid.	
	Number.	Amount.	Fees.	Number.	Amount.
Quarter ending June 30, 1899	4,354	$152,416.34	$607 47	1,932	$56,628.78
Quarter ending Sept. 30, 1899	7,452	414,145.96	1,417.60	2,431	72,378.34

I append statements marked, respectively, "A" and "B," showing the receipts and expenditures of this department from March 15, 1899, to September 30, 1899, inclusive. Statement A shows the receipts and expenditures from March 15 to June 30, inclusive, together with the expenditures made from balance on hand June 30, and chiefly on account of purchases made prior to that date, such as safes, furniture, stationery, stamps, office furniture, etc. Statement B shows the receipts and expenditures from July 1 to September 30, inclusive, the amounts for September being necessarily approximated, and a recapitulation for the whole period from March 15 to September 30, inclusive.

Very respectfully,

W. H. ELLIOTT,
Director-General of Posts.

Hon. CHARLES EMORY SMITH,
Postmaster-General, Washington, D. C.

A.—*Statement of receipts and expenditures of the department of posts of Porto Rico from March 15 to June 30, 1899.*

RECEIPTS.

March 31, from sales of stamps, etc	$5,375.62
April 30, from sales of stamps, etc	6,287.54
May 31, from sales of stamps, etc	5,256.73
June 30, from sales of stamps, etc	6,241.32
June 30, from postage on second-class matter and box rent	346.69
June 30, from money-order fees, net	539.97
June 26, from J. P. Willett, postmaster, Washington, D. C	15,000.00
July 17, from J. P. Willett, postmaster, Washington, draft	9,500.00
Balance due from J. P. Willett, postmaster, Washington	2,131.59
	50,679.46

EXPENDITURES.

May 24, vouchers forwarded to J. P. Willett, postmaster	$6,000.00
June 7, vouchers forwarded to J. P. Willett, postmaster	3,133.48
June 21, vouchers forwarded to J. P. Willett, postmaster	9,847.69
August 11, vouchers forwarded to J. P. Willett, postmaster	7,650.42
June 30, vouchers paid for June	13,077.11
October 1, vouchers on hand for bills paid since July 1	5,624.09
October 1, balance cash on hand	5,346.67
	50,679.46

B.—*Statement of receipts and expenditures of the department of posts of Porto Rico from July 1 to September 30, 1899, inclusive.*

RECEIPTS.

July 30, from sales of stamps, etc	$6,018.12
August 31, from sales of stamps, etc	5,177.56
September 30, from sales of stamps, etc. (approximate)	5,000.00
September 30, from money-order fees, net	995.20
September 30, deficit for the quarter	10,685.12
	27,876.00

EXPENDITURES.

July 30, expense of service	9,285.97
August 31, expense of service	9,290.03
September 30, expense of service (approximate)	9,300.00
	27,876.00

RECAPITULATION.

Expenditures, March 15 to June 30, inclusive	44,972.79
Receipts from sales of stamps, second-class postage, and money-order fees, March 15 to June 30, inclusive	24,047.87
Deficit	20,924.92
	44,972.79
Expenditures, July 1 to September 30, inclusive	27,876.00
Receipts from sales of stamps, second-class matter, and money-order fees, July 1 to September 30, inclusive	17,190.88
Deficit	10,685.12
	27,876.00

Report of F. W. Vaille, Director of Posts of the Philippine Islands.

UNITED STATES POSTAL SERVICE, PHILIPPINE ISLANDS,
MILITARY STATION NO. 1,
Manila, July 22, 1899.

SIR: I have the honor to submit herewith the first annual report of the operations of the United States military postal service in the Philippines.

In a preliminary report, dated October 12, 1898, which was printed in the report of the Post-Office Department for the fiscal year ended June 30, 1898, I gave in fairly

minute detail the history of the operations of our service up to that time, and it is not necessary at this time to give more than a recapitulation of the main incidents or facts therein described.

More than one year has passed since the real work of this branch of the military postal service began, as we who were sent out from San Francisco June 15, 1898, began our work at Honolulu by making up mails collected from the four transports for dispatch to San Francisco. This was on June 24 and 25, and in reports at the time I expressed my thanks to the Postmaster-General and postal officials of Honolulu for their courtesy in extending facilities for the handling of these mails.

We arrived in Cavite Bay on the afternoon of July 16, but on account of the fact that every available boat had been taken by the Quartermaster's Department and it was considered necessary to first unload the soldiers and their supplies it was July 30 before we were able to open up for business in the navy-yard at Cavite. In the meantime 3 mails had been dispatched from our quarters on the transport.

I took virtual possession of the Manila post-office the afternoon of August 13, immediately upon the surrender of the city, but as supplies had to be brought from Cavite formal possession was not taken until the afternoon of the 15th, a detail of 2 soldiers having been secured and left to guard the property in the interim. Fifteen of the former employees were notified that they would be retained, but refused to work because all were not retained, so that for that week the office work was performed with the help of the soldiers detailed for that purpose.

On Friday, August 19, Superintendent Conway and his assistant arrived from Cavite with the safe and stamps, and stamps were immediately placed on sale.

In the evening of the 20th a heavy European mail arrived, the first since the blockade to come in openly, although mails were brought in during the blockade in small quantities, and all was cased that night except the Spanish mails. Sunday morning, the 21st, delivery was made and notices posted to the effect that on account of the refusal of Spanish employees to work for the United States delivery could not be made of the Spanish mails.

Before noon this had the desired effect, the embargo was raised, and Spanish employees were ordered to report and handle the Spanish mails. A sufficient number were retained, and there was no further trouble from that source.

On August 21, Railway Postal Clerks Wetzler, Richards, and Watlington arrived from the States and immediately entered upon their work. These gentlemen are still here and have rendered most faithful service.

Station No. 2, at Cavite, was opened September 7, for the accommodation of the garrison at that point, with Lieut. G. G. Jennings, of the First South Dakota Volunteer Infantry, in charge. Mr. Jennings attended to the duties of this office in a highly satisfactory manner until he was relieved March 7 by the arrival of regular clerks from the States.

After the occupation of Manila, exchanges were opened up with Hongkong and other Asiatic ports as opportunity offered, and with such Philippine offices as were still in the possession of the Spanish forces. Where the insurgents held possession, it was not considered advisable to dispatch mails, as there was no guaranty that it would be delivered.

I had a conference with Aguinaldo in September regarding the possibility of effecting arrangements for dispatching mails to the provinces, and later on he sent a commission to me in Manila, but nothing came of it.

I was not in a position to recognize the stamps issued by the Filipinos, and they demanded that I pay salaries to all their postmasters.

In the latter part of December I went with General Miller's expedition to open up a post-office at Iloilo. As is known, there was delay in landing the expedition, and after waiting two weeks I returned to Manila, having opened up an office on a transport in Iloilo Bay, with Clerk Watlington in charge. Mr. Watlington administered

the affairs of this floating post-office until the occupation of Iloilo, when he promptly moved his office into the town and into the only saloon in Iloilo that had not been destroyed. It is only fair to state that this was a case of forced, not natural, selection. The stock of liquors was turned over intact to the provost-marshal, and that official can undoubtedly produce the necessary affidavits to prove that it was properly destroyed.

In the beginning of March, 10 additional clerks arrived from the States, and at once post-offices were opened at Cebu, on the island of Cebu, and at Bacolod, on the island of Negros, points which our army had just occupied. Some of them were sent to Cavite and Iloilo and money-order service started in these places.

After the advance of the army to Malolos one of the small apartment mail cars used by the Spaniards was placed on the supply train run by the Quartermaster's Department, and regular railway postal-car service established between Manila and Malolos, making daily trips. This service has been continued, the northern terminus now being at San Fernando, and has proven of great benefit to the soldiers stationed along the line, the clerk selling stamps, envelopes, etc., and taking letters for registration and money for money orders. In two months his sale of stamps amounted to $1,076.20.

Immediately after the inauguration of this postal-car service an office was opened at Malolos, then the division headquarters. The clerk detailed in charge thought it too near the firing line, and as, to use his own language, he "did not come out here to get killed," he stood it but a few days and returned to Manila, whence he shortly departed for the States. Another clerk was detailed to the place, but a few days later all the troops were advanced to the north, and as there was no need for the office it was closed.

With the occupation of Jolo an office was opened at that point under the charge of a reliable enlisted man of the Twenty-third United States Infantry, detailed to that duty.

This office is in latitude 6° north, the most southerly of our post-offices, and according to reports is a very pleasant abiding place, providing one is fond of quiet. Only one or two mails arrive or depart in a month, and consequently we can expect but little revenue from the sale of stamps here.

On account of lack of experienced clerks there was some delay in opening an office at San Fernando, the headquarters of the Second Division for the wet season, the Army in the meantime being supplied by the clerk on the train.

This station was opened July 2 in a box car, but better quarters have since been secured in a house near the center of the town.

For the accommodation of the staff and inmates of the First Reserve Hospital, a branch station was opened June 30 at that point and called First Reserve Station. At this time it supplies about 1,700 men. There are, on an average, over a hundred changes a day in the inmates, and up to this time the service has not been so systematized as to give the results I desire.

Mainly through the efforts of the Philippine Commission, local civil governments have been established in the towns of Paranaque, Bacoor, Las Piñas, and Imus. With Major-General Lawton and Professor Worcester, I visited these towns and have arrangements made for the appointment of natives as postmasters at each place, and the detail of some soldier to each office as instructor and assistant. It is an experiment that may as well be made now as later.

And this brings up the question of the extension of service to the native cities, a question of great importance, and one of which I do not as yet, I must confess, clearly see the solution.

The Philippine races are not a letter-writing people. In the first place, they are not as yet a mercantile people, and almost all of the retail trade of the Philippines is controlled by the Chinese. In Manila there are very few Filipinos managing even

small retail places. And the greater portion of postal revenues comes from the business, and not from the family, or personal, mails.

The great number of languages is prohibitive of extensive correspondence between the different provinces. Then, too, the conditions were such in the past that there was no confidence in the service. Any letter was liable to be opened and examined, and, though it passed inspection, the system was such that there was no assurance that delivery would be made. The wages were very low and the natives could not afford to pay postage.

These are all factors to be taken into consideration when estimating the revenues to be derived from the native population, and they all tend to prove that the revenues will be wholly inadequate to meet the expenses of establishing routes of communication into the interior, or even of allowance of salary to a postmaster.

Under the Spanish régime there was generally good and frequent service to all points, but this service was secured at little expense to the Government and was practically solely for the carrying of official matter, the records proving that the number of paid letters was but a small percentage of the whole. The fact, too, that carriers starting out with mail for twenty or more towns went on foot, and that there were but a few routes where a wagon or a horse had to be used, indicates the amount of mail matter. The natives were required to give fifteen days' work to the Government each year. As mail carrying was easier than work on roads, bridges, or public buildings, the job was held at a premium, and consequently the law provided that no man could put in more than six days of the fifteen he owed to the Government in carrying mails, which was, apparently, a commendable attempt to distribute the burden as equally as possible.

There were salaried officials in but one or two post-offices of a province, and at other places the gobernadorcillo, capitán municipal, jefe, or whatever the title of the head official, handled the mails without compensation, as part of his official duties.

He selected the men to carry the mails to the adjacent villages, changing them each week. It is interesting to note in this connection that the mail carrier carried the mail only from his town to the next town, returning empty handed.

Thus it will be seen under the Spanish system there was frequent, generally daily, service and without expense to the Government, either for transportation or for salaries of postmasters. An arrangement of a similar nature is the only possible way of making the service here nearly self-sustaining, but it is certain that this unjust appropriation by the Government of every native's time for half a month each year is one of the abuses we are here to put an end to. Aside from a small poll tax, or road tax, universally recognized as just, the American sentiment demands that the Government shall not take any man's time without due compensation, and, although I see in the continuation of this custom an easy solution of the problem, I am unwilling to accept it.

On the islands of Negros and Cebu, where we have established what may be called kindergarten schools for teaching self-government, native officials administering affairs under the supervision of some of our officials, the natives have continued this custom, and I have not interfered with it as yet, considering that I had best await more settled conditions throughout the islands. As it is a continuation of what appears to me to be outrageous taxation of the people and one of the abuses of power tending to foment discontent, I shall, as opportunity offers, endeavor to do away with it. Conditions have been such that I could not get away from Manila long enough to make an inspection of conditions there.

Another fact to add to our difficulties is that none of the natives know English and few are making earnest efforts to learn the language. It seems to be very difficult for them to acquire a working knowledge of the language, and it is my experience with men who have now been eleven months in the Manila office and were many

years in the same office under Spanish rule that they can not be with safety intrusted with the distribution of letters with English superscriptions. Our American clerks are instructed to verify their work whenever it is possible. Soon after our occupation of Manila the English merchants praised the work of the office and stated that they received their mail more promptly than under Spanish rule, and there were few or no mistakes; that under the former administration their letters kept coming to them for a week or so after the mail arrived. I was at a loss to understand the cause until the arrival of very heavy American and European mails together forced me to intrust the distribution of the European mails to the natives. A great many mistakes were made, and I heard from them. They know nothing of American geography and can not be used in making distribution of outgoing mails for the States.

This apparent inability of natives to master the full English address has to be considered in connection with the appointment of natives as postmasters at points where there are any American troops.

Aside from the question of policy in appointing natives to post-office positions whenever possible, in order to conciliate and fit them for self-government, self-interest, the polite name for selfishness, demands that they should be employed when possible.

American clerks coming out here have a right to expect and demand an increase over the wages paid them in the States, and their present wages are four or five times greater than the wages paid to natives doing clerical work. Experienced clerks will not come without such inducement.

The revenues from the native population in all the cities and villages of the island of Negros, one of the richest of the Philippines, for a year, would not, I believe, much more than pay the salary of an American clerk for a month. It is necessary, therefore, to have as few Americans employed here in post-office work as is consistent with the efficient handling of the mails.

To employ more would be to institute a system of carpet-bagging more objectionable even in theory and practice here than it has proven to be in other places, because such men would have to be paid salaries far greater than native employees would expect and many times more than the wealth of the people or the revenues would justify.

And I am heartily glad that my instructions look to the retention of former employees and the employment of natives whenever possible, as that is the only course we can pursue if we would administer affairs in these islands on sound business principles, let alone the question of paving the way for future self-government by these peoples.

I do not wish it to be understood that I approve of any policy of discrimination between the salaries paid natives and those paid Americans. I believe that the native is entitled to as much pay as the American beside him doing the same work if he does it as well as the American. Any other policy would be indefensible and result in discontent.

As I have stated, however, the native employees have not demonstrated their ability to handle our mails, and consequently are not of much benefit to us. I feel that most of them are already paid all that they earn.

In the natural course of events it is bound to follow that they will become educated so as to be able to do most of the distributing work and will then supplant the Americans in the subordinate positions, receiving increased salaries over what they received in the past, but greatly less than an American would work for out here. Until the natives do become able to be intrusted with the separation of our mails, we must have American clerks to do that work, and must, of course, pay them American wages.

Such is the history of all colonies and dependencies. Under the Spanish régime there were but a few Spaniards employed in the post-office department and they held the higher positions. In Hongkong and Singapore, Englishmen are employed only in the higher positions.

I will state that the salaries of all but two of the former employees have been greatly increased since we assumed control, and they have been informed that as soon as they learn English and can make themselves of more use to us a further increase will be made.

The solution of the questions as to payments of salaries to native postmasters at places where no business can be expected and the inauguration of star-route service to such places rests with the future. Under civil government there will need to be means of communication throughout the islands, and when affairs here shall have become settled it is probable that the heads of the different branches of the Government can cooperate in securing such service without throwing all the cost upon the Post-Office Department and without the continuation of the Spanish system of extortion to secure it without cost.

I had hoped to inaugurate letter-carrier service soon after the occupation of Manila, but the conditions are not yet favorable. Under the Spanish system the letter carriers were not paid salaries, but were allowed to collect 2 cents a letter from those who requested that their mails be so delivered. This service was continued at first to accommodate the people who were accustomed to it, but it was expected that the American system would supplant it at once.

The native carriers, it was found, could not, on account of inability to master English addresses, be relied upon to handle our mails correctly, and only the mails of old residents are intrusted to them.

On account of the departure from Manila of many Spaniards and the fact that communication was cut off from the provinces, the amount of mail to be handled by them was reduced and consequently their collections. From March 1 they were allowed salaries of 120 pesos a year and urged to learn English in order that they might be of more use and be paid more. This allowance is in addition to their collections. European mails arrive very irregularly, at intervals of ten days or two weeks at times, and it has been useless to attempt to arrange any schedules for their trips. They report twice daily and take what mail there may be, each carrier having his own district.

The benefits to be derived would not justify the employment of American carriers, although I confess to regret that it has not been feasible to establish here a good American carrier service.

All of the army organizations have mail orderlies who call at the office for mail. It would not be policy to put on American carriers at salaries of not less than 2,000 pesos a year each; the salary paid in the States.

The order allowing money orders to be drawn upon the office of issue has proven of great benefit to the Americans here and has been used to a great extent by people of other nationalities.

There is thus provided a safety deposit for the keeping of funds, and finding that, the loss of interest is not considered. The amount of such deposits in the Manila office at this date is $42,782.01, most of which belongs to officers and soldiers of our Army. This large amount of deposits forces us to keep on hand a very considerable amount of money-order funds; but, as we are provided with large combination safes, and as the rear lobby of the post-office is used as headquarters for the guard of this district, and there are always some half dozen soldiers on duty there, I feel that the money is perfectly secure.

International money-order service has been arranged for and is about to be put into effect, the delay since July 1 being due to failure of necessary blanks to connect steamers from San Francisco.

This service will be of great benefit to the people here, and will, I do not doubt, prove a source of considerable revenue to our service. Before leaving San Francisco recommendation was wired that all funds be transferred by paymaster's checks, as this would be much safer and cheaper than shipment of cash. This arrangement has been put into effect, and up to date we have remitted over $500,000 in paymaster's checks instead of cash. Thus it will be seen the department has avoided the risk and expense of sending this amount from here to the States, and the War Department the risk and expense of sending the same amount to Manila.

From the opening of money-order service in Manila in August until June 1 Lieut. C. W. Seely, of the First California Volunteer Infantry, was detailed to special duty in the post-office and had charge of the money-order division. In this connection it is proper that mention be made of the faithful manner in which he discharged these duties.

Under your order No. 153, issued April 17, the Philippine postal service was made in a measure independent of the home service, and I was appointed director of posts. The order took effect May 1, and since that time we have been running under the new régime.

I have not considered it desirable to make special reports covering the work of the service to April 30 and from May 1 to June 30, but have combined all into reports of the whole year's work. Excepting in the manner of accounting for postal funds, the change has as yet made little difference in the work.

I have received $140,000 in stamps surcharged "Philippines," and placed them on sale July 3. There is on hand about $10,000 worth of the old stock, and the stamp clerk finds that it is hard to dispose of it, as patrons desire the new issue.

We have had during the year, as will be seen from an examination of the tables showing the number of mails dispatched and received, quite frequent communication with the stations in other parts of the Philippines and with the outside world.

Our dispatches to the United States have been reasonably frequent, the only bad lapse being from May 18 to June 14, during which period no mails were dispatched to the States on account of the plague in Hongkong and delay in dispatch of transport, due to repairs to machinery. It has been the intent to always make use of the quickest probable dispatch, and closed mails are always forwarded via Hongkong to connect with the regular mail steamers from that port whenever it is not reasonably certain that a transport will depart in time to advance the mail.

The time from Manila to Hongkong is three days and from Hongkong to San Francisco twenty-nine days, with generally a few days between steamers at Hongkong. It is a very slow transport that does not make the run to San Francisco from Manila in less than thirty days. There is a similar advantage in the use of transports from San Francisco. The best time possible by way of Hongkong is thirty-two days in transit, and there is generally a wait of several days in Hongkong. For instance, mail from San Francisco April 17, by transport, arrived in Manila May 11, while the connection from the Hongkong boat out of San Francisco April 12 did not reach Manila until May 19.

It has frequently happened that dispatch via Hongkong was not made because no boat left Manila to make the connection. Of 3,004 bags of mail sent to the States from here, 1,045, or more than one-third, were forwarded via Hongkong.

During the eleven months to June 30, 73 dispatches of mail were made to the United States, and 86 mails received from the United States, including mails from Tacoma, Seattle, and Vancouver. During this same period 183 dispatches were made to foreign ports, mostly to Hongkong and Singapore, and 182 mails received from foreign ports; 180 dispatches were made to the Philippine provinces, and 188 mails received from the provinces, not including the double daily exchange with Cavite station and the daily exchange with the railway postal clerk.

The work of eleven months in the Manila office is shown in the following tables:

MONEY-ORDER DIVISION.

Orders issued	13,254
Amount received	$428,361.52
Amount of fees	$1,767.36
Amount of war tax	$257.14
Total amount	$430,386.02
Advices received	1,734
Amount paid	$46,690.14
Repaid 34—amount	$1,055.60
Not issued	53
Remitted to postmaster, San Francisco, Cal., including money-order funds from outside station	$401,781.00
Amount of cash on hand June 30	$32,821.42

REGISTRY DIVISION.

Registered pieces received—	
From Europe	17,758
From United States	8,283
From Asia	7,763
From provinces and stations	4,311
Total number received	38,115
Registered pieces dispatched—	
To Europe	8,748
To United States	20,105
To Asia	7,882
To provinces and stations	4,738
Total number dispatched	31,473
Total number received	38,115
Total number handled	69,588

MAILING DIVISION.

Mails dispatched:	
Pouches, letter mail to United States	1,225
Sacks, paper mail to United States	1,779
Letters dispatched to United States	1,790,400
Pieces, other classes, to United States	266,850
Letters to foreign countries	159,497
Other classes to foreign countries	27,900
Letters to points in Philippines	173,462
Other classes to points in the Philippines	87,612
Local pieces handled	98,650
Total number pieces dispatched	2,598,371
Mails received:	
Letters from the United States	1,451,600
Pieces other classes from United States	903,020
Letters from foreign countries	195,800

Mails received—Continued.	
Pieces, other classes, from foreign countries	96,425
Letters from Philippine stations and ports	213,760
Other classes from Philippine stations and ports	67,500
Total number pieces received	2,928,105
Total number pieces dispatched	2,598,371
Total number pieces handled	5,526,476

STAMP DIVISION.

Revenues of the Philippine postal service, from all sources, including outside stations:	
Total amount received from sale of stamps	$60,076.58
Received from box rents, Manila	839.25
Received from sale of waste paper, Manila	8.59
Fees from money orders—	
Manila	1,767.36
Cavite	84.15
Iloilo	138.36
Cebu	9.42
Total revenues	62,923.71
Partial statement of expenditures:	
Expenditures on account salaries	19,058.77
Sea transportation of foreign mails	2,179.05
Light	295.00
Miscellaneous expenditures, including cablegrams, stable, repairs, etc	1,644.15
Total expended at Manila	23,156.97

There are other items of expense to be included in estimating the cost of this service. Large combination safes, printing press and outfit, rubber stamps, stationery, twine, wax, etc., have been bought in the States and sent out here.

As no bills for same were forwarded to me, it is not possible to include these items in my statement.

The rent of the post-office quarters in Manila has been paid by the provost-marshal-general, and that item of $2,370 to June 30, is to be considered in summing up expenses. Several hundred dollars have been advanced to clerks by the postmaster at San Francisco, and vouchers for these payments retained by him, so that those do not appear in statement of expenditures on acount of salaries.

Allowing for all such items, it is certain that there will be a handsome surplus in the way of net earnings for this service during the first year of its existence. I wish it was possible to look forward to a similar outcome for the ensuing year, but the indications are that we will have a deficiency.

For the first six months of our service there were but 6 salaried American employees; in January 2 more were added; in February, 10 more; in March, 1; in May, 7. These additions were made necessary by the opening of new stations and the substitution of salaried clerks in place of some of the soldiers who were detailed to special duty in the post-office.

Some have returned home, but there are now on our pay rolls, not including the clerks who are en route home and who will be paid salaries up to date of arrival at San Francisco, 24 American clerks, at salaries amounting to $38,600 a year. Including native employees, the pay rolls now amount to $43,839.12 a year, gold.

We still have a number of detailed soldiers, and their places will soon have to be filled by salaried men.

By request of the provost-marshal-general I assume the rent for the post-office building from August 1. The rental price is $3,422.24, gold, a year, the amount called for under the Spanish contract.

The rent is excessive from an American standpoint, and ought to be more so from this, but I have been unable to secure cheaper quarters. The owner would like to have us vacate, as he can secure much higher rent from other parties.

Our fixed charges for the ensuing year may be summed up as follows:

Salaries	$43,839.12
Rent	3,422.24
Expense of mail-messenger service, not including wages of drivers, which are placed in salary list	800.00
Light	300.00
Total	48,361.36

The salary list must be increased very shortly, and then there are the expenses for sea transportation of foreign mails and our own mails to the States. Cost of stationery, repairs, cablegrams, and incidentals will swell the total so that, unless the revenues exceed those of the past year, there is certain to be a deficit.

What are the chances that the revenues will be increased?

I can see nothing on which to base a hope that they will amount to as much as during the past year, and several reasons why we must expect a decrease instead of an increase.

For eight months of last year we had several thousand Spanish troops here, and the revenues from their correspondence, paid at foreign rates, was very considerable. This source of revenue has been lost to us with the departure of these troops. Experience has shown that the volunteers receive and send more mail than the regulars, and the substitution of regulars for volunteers is certain to result in decreased stamp sales, only partially compensated for by increased numbers of troops.

Under such circumstances it is necessary to practice the closest economy in making expenditures, and this, in fact, has been done from the beginning.

We can not reduce expenditures by decreasing the number of American employees, as all here are needed in the handling of the American mails. Under present conditions no reduction can be made in salaries paid American clerks, as it is not possible to secure experienced men unless an advance in salary is given over what they received in the States. The man who comes out here at present, if he would retain his health, must exchange life for an existence, and men do not know, until they have had the experience, whether they are so constituted as to be able to do this. I will cite a few cases to illustrate this fact. Mr. Conway, the superintendent of Manila station, after remaining here a year, relinquishes a salary of $2,000 a year to return to his $1,300 position in the San Francisco post-office. Mr. Kelly, stamp clerk at Manila for ten months, gave up $1,600 a year to go back to the San Francisco office at $800 a year. Mr. Jones, superintendent of Iloilo station, after four months' service here, gives up $1,600 a year to return to the States. We have thus learned from experience that we can not yet expect to reduce the salaries of the Americans—we can only try to limit their number.

No reductions can be made in the salaries of the native employees, and it will be necessary to increase their salaries as they become more proficient in their duties. The cost of living in Manila has greatly increased since our occupation, and although I have, as previously stated, increased their wages over the Spanish rate, I feel that a further increase is advisable, and my only reason for not having made it before this is it is not considered advisable to convey the impression that their work is

satisfactory, when, in fact, I am disappointed at the lack of interest they display in learning our language and making themselves of greater use. They were told their wages would be increased when they learned English, and, as it was a reasonable condition, I feel like adhering to it.

Under the Spaniards, 100 of the employees were paid less than 100 pesos a year, while the lowest salary now paid in the post-office is 300 pesos. Two stable men and two janitors are paid 200 pesos each.

The cost of maintaining the post-office stables is less than would be the cost of contracting for the messenger service with outside parties. Part of this expense is covered by reduction in rate paid for foreign service on account of our assumption of the terminal service.

With no room for retrenchment on expenditures, I conclude that a deficiency next year is inevitable, unless there shall be sent out here a great number of troops.

Through the courtesy of Lieutenant Braunersreuther, U. S. N., captain of the port at Manila, the arrangement mentioned in my report of last October, whereby he brings all mail from incoming boats ashore, has been continued, and has worked very satisfactorily, saving the Department a very considerable amount that would otherwise have to be expended for this service. Major Devol, the quartermaster in charge of transportation, has been ever ready to assist by transporting the mails to and from the transports in the outer bay.

An agrement was entered into with the Compañia Marítima, to the effect that no payment would be made for carrying the mails to and from ports in the Philippines until affairs here became settled. This company held contracts under the Spanish Government for most of the interinsular steamboat service.

When I tendered to the agents of the Compañia Trans-Atlantica payment for carrying mails to Singapore and Spain, at the regular Postal Union rates for such service, they refused to accept the money, claiming that the company had a contract with the Spanish Government for carrying mails to Singapore and Spain, which contract the United States was forced to assume.

This is a question to be decided in Washington. From our standpoint, any such contract would be in the nature of an unearned subsidy, and I do not consider that the changed conditions here warrant its continuance. Without the boats of the company we have frequent service to connect European steamers from Hongkong or Singapore.

The stations established have, of course, been of great benefit to the soldiers stationed at these points, but only two, Cavite and Iloilo, have been self-sustaining. On account of the money-order service particularly, I have considered it necessary to have two American clerks at every money-order station.

The work at Cebu could be easily handled by one American, with the assistance of natives, if it was not for this fact.

The Cavite station has recently, through the courtesy of Commander Leutze, U. S. N., commandant of the naval station, been furnished with new fixtures and is in first-class condition. The office at Iloilo is temporarily in very poor quarters, but it is hoped a Government building will soon provide something better. The Cebu station is in the building used by the captain of the port, and is fairly well equipped for the work to be done.

Mr. Learned, superintendent of Bacolod station, island of Negros, has had a particularly trying and varying experience. It is on this island that the natives are administering affairs, and have continued in force the old Spanish system of forced free carriage of mails and free handling by local officials. Mr. Learned has visited most of the towns on the island, selling stamps and instructing natives. Although there is more or less trouble with the discontented, he has sent registered matter to all points and invariably received his receipts. Very little business is done by the natives through the mails, and in a letter recently received from him he states that

the native government has requested that the rate of postage between Negros Island points be fixed at 1 cent an ounce, instead of 2 cents.

As the service is gratuitous, or rather without cost, it is my intention to comply. I do not, however, anticipate that this will make a difference of five dollars a year in the receipts.

At Cebu station, Messrs. Fealy and Montrief have kept up communication with the adjacent sections, operating the service through the native government. There the native government has continued the same system of forcing the people to render free service in carrying the mails.

A summary of the work of the different stations is shown in tables accompanying this report. There is also shown a statement of weights of foreign mails dispatched and the payments that have been made for the same.

Under the Spanish Government there was a system of civil-service examination for the different grades of service. The salaries paid were very low, and there was apparently little chance for a native to work up. Of 205 men on the pay rolls, only 40 received over 300 pesos a year, and most of those who received over 1,000 pesos were Spaniards.

Although an experience of twenty-two years in the postal service has made me a thorough believer in civil-service principles, and I believe that we can never have efficient service in any branch of the post-office work without an honest enforcement of these principles, I recommended last fall that for the present this service be exempt from civil-service rules; until the one in charge had had an opportunity to to organize the service with the best available material.

It was my idea that in this way men specially fitted for the work to be done could better be selected than through any system of examination in the States.

What is needed here is a force of thoroughly experienced men capable of discharging their duties and of instructing the native employees as to these duties. This is no place for men without experience in post-office work, who would have to be carried by others while they are learning the work. Most of the men sent out here have been taken from the civil-service lists in the States and transferred to this service. I should deeply regret to have any qualification other than merit considered in the appointment of clerks for the Philippines. It is not possible to have a successful administration of affairs unless this be made the rule.

The time is not yet ripe for appointments here to be made on competitive examination. I have explained why the situation demanded that as few Americans be employed as is consistent with good service, and for this reason experienced men are needed. For the present such appointments as may be called for should be taken from the ranks of those employees in the States who are young, experienced in the different branches of postal work, and ambitious to try their fortunes in this country.

Men so transferred to the Philippine service should be assured that they will not, by accepting such service, lose their rights in the States. To properly protect the Government against the imposition of anyone's acceptance of a transfer merely for the purpose of taking a pleasure trip at the Government's expense, without any purpose of remaining here, as, I am sorry to say, has happened already, there should be an understanding to the effect that unless the clerk performs at least six months' service in the Philippines his pay will be discontinued when he ceases service, and he will be required to pay his own expenses back to the States. As the Government provides transportation to San Francisco and pays the expenses on transport to this point, I do not think it advisable that the increased pay for Philippine service should begin until the clerk enters on his duties here; this service being charged, however, with payment of his salary, at the rate paid at time of transfer, from date of last service in the States to date of reporting here. These conditions seem to me reasonable.

When there shall be a more general knowledge of English among the natives I shall endeavor to arrange for competitive examinations for native employees.

The question of mail equipment for use in the Philippines has been considered. Under the Spaniards no locks were used and mails were either placed in sealed packets or sealed sacks. I am emphatically of the opinion that safety and convenience for carriage demand that there shall be no attempt to make a general use of locks, as is done in the States.

The safe-keeping of keys to prevent loss or duplication could not be secured. Locks should be used in all the exchanges between the larger places, and they should be of noncorrosive material throughout.

I think the use of the Eagle lock in these islands should be discontinued as soon as a substitute can be furnished. The aluminum Eagle lock should be used between Manila and San Francisco, and the registered telltale locks. So far as safety is concerned, I consider a sealed inner sack for interinsular communication as safe as the telltale lock, and am not using the latter at any stations outside of Manila, as it was not considered advisable to have the keys out.

Leather pouches will not answer the purpose in this country, as they mold quickly. Iron and steel rust in a few days, and aluminum trimmings are the best.

Small sacks, with aluminum label holder, to be sealed, will answer the purpose very nicely for use on most of the routes here.

Sacks similar to our canvas sacks Nos. 1 and 2 will also be needed. By the use of a leaden seal sacks can be closed about as quickly and conveniently as our pouches can be locked.

The Manila post-office is roomy, but the plan of the building is such that it is difficult to use the space to the best advantage. I have hoped to arrange for less expensive quarters, and consequently have thought it inadvisable to incur expense in making many alterations. New cases for distribution of letter mail have been made and modern paper-distribution racks secured. The stamp and money-order departments, unknown under the Spanish system, have been provided with good quarters. Separate general-delivery windows are run for the natives and Spaniards and for the Americans and other nationalities. A Chinese interpreter looks after the Chinese mail, which is very considerable.

In summing up the year's work, I can only say that we have tried at all times to do our best to give a reliable and efficient service. The conditions have not been the best, and the enforced delivery of regimental mail in bulk to the regiment has been the source of a few complaints on account of losses and delays. It is a reason for congratulation that there has not been a single instance reported of loss in the mails where there existed any reason for believing that the loss occurred in this office. I believe that the War Department ought to take measures toward securing the proper handling within each regiment of the regimental mail.

It may be proper for me to state, in view of certain statements that have appeared to the contrary, that there has never been any censorship of the mails from here, nor has there been a single letter held up or opened by anyone after it was mailed at this office and before being dispatched.

The salaried clerks and the detailed soldiers generally have evinced an interest in their work and have labored faithfully, without regard to any eight-hour law, to secure the best results. To their hearty cooperation is due whatever of success may have been attained. By their sobriety in all things, they have to a great extent been free from the sickness incidental to this climate, and with a few minor exceptions have attended regularly to their duties, although at times they were really too ill to work.

The native employees have worked faithfully to the best of their ability. Had they shown more of a disposition to better equip themselves by learning our language no fault could be found with them.

My relations with the commanding general and his chiefs of staff have been very pleasant, and I have always felt assured of their hearty cooperation in all matters affecting the service.

Had not Major-General Otis and Assistant Adjutant-General Barry been at all times ready to do all in their power to help me over the rough places—and many appeals were made to them—the history of the year would have been less pleasant to write.

To yourself and assistants I am under obligations for the confidence reposed in me and the earnest efforts to do all possible to help on the work here.

I am, sir, very respectfully,

F. W. VAILLE, *Director of Posts.*

Hon. CHARLES EMORY SMITH,
Postmaster-General, Washington, D. C.

The following statement shows the net weights of all foreign mails dispatched from Manila via Hongkong, Singapore, and other Asiatic and Australian ports, the number of bags of closed American mail for United States ports dispatched via Hongkong, and the compensation paid steamship lines for transportation of same. Vessels paid 5 francs per kilogram for letters and post cards, 50 centimes per kilogram for other articles, and 1 peso a bag for American closed mails up to April 30, inclusive.

Beginning May 1, rate paid for letters and post cards was reduced to 75 cents per kilogram, to cover transportation charges at Manila.

Name of ship or line.	Number of trips.	Ports.	American mail bags via Hongkong	Letters.	Prints.	Compensation.
				Grams.	*Grams.*	
British S. S. Yuensang	18	Hongkong	338	472,595	563,775	$659.52
British S. S. Sungkiang	16	do	136	521,734	647,075	630.59
British S. S. Pundua	1	Singapore		47,505	32,350	38.75
China Navigation Co.	9	Hongkong and Australian	15	80,236	127,350	85.27
British S. S. Diamente	3	Hongkong		59,246	126,480	58.62
British S. S. Esmeralda	16	do	159	383,352	344,470	473.70
German S. S. Tailee	7	do	175	141,807	128,325	232.60
Compañia Trans-Atlántica	21	Singapore		917,989	931,898	(1)
By irregular or tramp ships, for which no payment was made.	40	Various ports	39	698,200	635,867	
By Government transports and warships, gratuitous.	52	Hongkong and Nagasaki	183	323,136	397,309	
Total	183		1,045	3,645,800	3,934,899	2,179.05

[1]Acceptance of pay refused by agents of the company on the ground that the company had a contract with Spain which the United States must assume.

Report of Cebu station. (*Opened March 11.*)

Number of money orders issued	75
Amount received	$1,702.59
Amount of fees	$9.42
Amount of war tax	$1.50
Advices received	5
Amount paid	$85.87
Number of pieces registered matter received	234
Number of pieces registered matter dispatched	103
Stamp sales	$644.33
Number of mails dispatched	103
Number of mails received	51
Number of letters dispatched	9,916
Number of other classes dispatched	1,570
Number of letters received	7,800
Number of other classes received	5,600
Total number of pieces handled	24,886

Report of Cavite Station (opened September 7; money-order division, March 8).

Number of money-orders issued	626
Amount received	$20,319.48
Amount of fees	$84.15
Amount of war tax	$12.52
Advices received	74
Amount paid	$2,292.61
Orders repaid, 4; amount	$95.65
Not issued	11
Number of pieces registered matter received	663
Number of pieces registered	1,670
Stamp sales	$2,840.63
Number of mails dispatched	554
Number of mails received	543
Number of letters dispatched	124,800
Number of other classes dispatched	33,500
Number of letters received	148,350
Number of other classes received	57,860
Total number of pieces handled	364,500

Report of Bacolod Station (opened March 15).

Number of pieces registered matter received	148
Number of pieces registered matter dispatched	197
Stamp sales	$252.00

Report of Iloilo Station (opened January 7; money-order division, March 27).

Number of money-orders issued	952
Amount received	$35,690.54
Amount of fees	$138.36
Amount of war tax	$19.04
Amount money-orders paid	$882.67
Amount stamp sales	$3,364.19
Number of pieces registered matter received	1,510
Number of pieces registered	1,825

SUPPLEMENTAL REPORT OF F. W. VAILLE.

DEPARTMENT OF POSTS, PHILIPPINE ISLANDS,
OFFICE OF DIRECTOR OF POSTS,
Manila, October 14, 1899.

SIR: Since sending my report of the work of the Philippine postal service for the fiscal year ending June 30, there has happened little of interest to add to it.

In that report I stated that I had taken the initial steps toward opening post-offices at Paranaque, Las Piñas, Bacoor, and Imus, with native postmasters in charge. This matter is still unacted upon because of the very unsettled condition of affairs prevailing.

On September 1 the acting postmaster at Jolo Station was replaced by a regularly appointed clerk, Mr. Thomas W. Coverston, and money-order service established. On October 5, following as quickly as possible the advance of the army to Angeles, a post-office was established at that point, with Mr. C. C. Brower in charge.

One of the incidents of the past few months was the wrecking of the transport *Morgan City*, with nine days' mail. This mail was eventually all recovered, and the

letter mail was in such good condition that it has been possible to deliver all excepting a few dozen letters. The paper mail was in much worse condition, but the greater part of it was successfully delivered to the addressees. Packages of merchandise were naturally in very bad condition, but the owners of all excepting three or four packages of apparently little value have been found. Supply of 15-cent and 50-cent stamps for the Philippines shipped by the *Morgan City* were ruined by water and had to be returned.

Our stamp sales have shown, as was expected, a slight falling off since the return of the volunteers, but there is quite a handsome balance on hand at the end of the first five months of independent service, and I think now that it may be possible to go through the year without a deficit if we are not forced to establish many postal routes throughout the islands.

The business of the Manila post-office for the quarter ending September 30 was as follows:

Money-order department.

Number of money orders issued	7,731
Amount of orders	$366,149.55
Fees on money orders	$1,487.71
International money orders issued (this service was not opened until September)	65
Amount of international orders	$1,423.73
Fees on international orders	$15.77
Number of money orders paid	1,537
Amount paid	$95,748.66
Money orders repaid	52
Amount outstanding	$2,165.95
Amount of orders issued at Manila, drawn on Manila	$47,576.57
Total amount remitted to San Francisco on money-order account during the quarter	$320,689.00

Revenues of the department.

Total stamp sales at all stations from May 1 to September 30, inclusive	$33,999.23
Received from box rents at Manila	841.13
Received from sales of waste paper at Manila	48.12
Postage of second-class matter for the Philippines at Manila	44.78
Received from box rents at Iloilo	118.96
Total revenues from all sources	35,052.22
Total expenditures for the five months named	24,117.50
Balance on hand	10,934.72

Settlement has not yet been made in full for sea transportation of mails, so that this balance will be decreased by a few hundred dollars.

Registry division, Manila post-office.

Number of pieces dispatched during the quarter, first class	7,401
Other classes	1,586
Total number despatched	8,987
Total number of pieces received and delivered	8,939
Total number handled in transit	2,589

Mailing division, Manila post-office.

Number of dispatches made to the United States during quarter	20
Total number of pouches of letters dispatched to United States	347
Total number of bags of other class dispatched to United States	734
Number of mails received from the United States	32
Total number pouches from the United States	230
Total number bags paper from United States	2,139
Total number of dispatches to foreign parts during the quarter	69
Total weight letters to foreign countries during quarter.....grams..	975,464
Total weight of prints to foreign countries grams..	1,931,099
Total number of mails received from foreign countries during the quarter.	69
Total number of bags received from foreign countries	578
Total weight of mail received from foreign countries pounds..	21,731

Cavite post-office.

Number of money orders issued	342
Amount	$12,543.89
Fees	$56.13
Stamp sales for the quarter	$564.30

Iloilo post-office.

Number of money orders issued	911
Amount of orders	$35,053.48
Fees on money orders	$153.20
Stamp sales for the quarter	$1,738.59

Cebu post-office.

Number of money orders issued	216
Amount	$9,451.90
Fees	$43.72
Money orders paid	43
Amount	$1,857.26
Stamp sales for the quarter	$570.31

It will be noted that the fees received from money orders, amounting to very nearly $2,000 for the quarter, have not been included in the revenues of the Philippine service, it having been settled that these fees are to accrue to the parent service in the States.

In order to prevent delay at the present time incidental to opening up money-order service at points occupied by our troops, I have called for money-order blanks to be printed without the name of any town, but simply designated "Military Station, First Division Headquarters, Philippine Islands," and similar ones for Second Division Headquarters. This will enable me to open up money-order service as soon as a town is occupied.

During the quarter the service has been reenforced by the appointment of Mr. F. L. Stocking as assistant director of posts, and the transfer of five additional clerks from the civil-service rolls in the States, and I believe that we are in fair condition to handle the mails for the new regiments that are to come.

The health of the postal employees in the islands has continued generally good, a fact mainly due to the temperate lives they lead.

Relations with the military officials have continued most pleasant, and I have in every instance found them willing to render me whatever assistance and favors I requested.

Very respectfully,

F. W. VAILLE,
Director of Posts.

Hon. CHARLES EMORY SMITH,
Postmaster-General, Washington, D. C.

Convention for the exchange of money orders between the Post-Office Department of the United States of America and the postal administration of Mexico.

ARTICLE 1.—*Exchange.*

There shall be a regular exchange of money orders between the United States of America and Mexico.

ARTICLE 2.—*Conversion.*

1. The amounts of orders issued either in Mexico or in the United States shall be expressed in money of the United States; and, in view of the frequent fluctuation of exchange between the two countries, it is agreed that the amount of each money order shall be converted into the proper equivalent by the Mexican postal administration; that is to say, the amounts received by the Mexican postal administration for money orders payable in the United States shall be converted into the money of the United States at the rate of exchange current at the time of issue, in the City of Mexico, and the amounts of money orders issued in the United States on Mexico shall be converted in like manner by the Mexican postal administration into Mexican money at the rate of exchange current at the City of Mexico on the day on which the exchange office designated by Mexico receives the list referred to in article 9 of this convention.

2. The postal administration of Mexico may, however, modify, when it deems it advisable, the mode of procedure indicated in the preceding paragraph for the conversion of the orders issued in Mexico on the United States, in such wise that the amount of such orders shall be expressed in Mexican money at the time of their issue in Mexico, and the conversion into the money of the United States shall be made by the exchange office designated by Mexico, at the rate of exchange current there on the day on which the list of such orders is dispatched to the exchange office of the United States. In order to adopt this modification it will be necessary for the postal administration of Mexico to notify the Post-Office Department of the United States six months in advance. († *See note.*)

ARTICLE 3.—*Maximum amount.*

1. The maximum amount for which a money order may be drawn in either country upon the other shall be one hundred dollars, or the equivalent in Mexican money.

2. No money order shall contain a fractional part of a cent or of a centavo.

ARTICLE 4.—*Currency.*

1. The amounts of money orders shall be deposited by the remitters and paid to the payees in gold coin or in any other legal money of the same current value.

2. However, in case there should be in circulation in either country currency of legal tender, but of less value than gold, the administration of that country shall have the right to receive and employ the same in its relations with the public, taking into account the difference of value.

ARTICLE 5.—*Fees.*

The post-office department of Mexico and the Post-Office Department of the United States shall each have power to fix, from time to time, the fees to be charged on all money orders they may respectively issue. This commission shall belong to the issuing postal administration.

ARTICLE 6.—*Names.*

1. No money order shall be issued unless the applicant furnish in full the surname, and at least the initial of one first name, both of the remitter and the payee, or the name of the firm or company who are the remitters or payees, together with the address of the remitter and that of the payee.

2. If, however, any applicant for a money order shall tender the name of either the remitter or payee at greater length, such particulars shall be received and entered in the list.

ARTICLE 7.—*Exchange offices.*

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of the offices of exchange. On the part of Mexico the office of exchange shall be Nuevo Laredo, Tamaulipas, and on the part of the United States, Laredo, Tex.

ARTICLE 8.—*Exchange lists.*

1. The particulars of all money orders drawn in the United States upon Mexico shall be entered at the exchange office of Laredo in a list similar to the form marked "A" (in the appendix), in which list shall be shown the amount of each order in United States money. Such list, after having received the impression of the Laredo date stamp, shall be forwarded in duplicate to the exchange office at Nuevo Laredo, where both copies shall be impressed with the date stamp of that office, where the rate of conversion and the amount to be paid on each order in the money of Mexico shall be noted on both copies of the list, and where the requisite arrangements for effecting payment of the orders shall be carried out.

2. In like manner the particulars of money orders drawn in Mexico upon the United States shall be entered at the exchange office at Nuevo Laredo in a list similar to the form marked "B," in which shall be shown the rate of conversion and the amount of each order in the money of both countries. Such list, after having received the impression of the date stamp of that office, shall be forwarded in duplicate to the exchange office at Laredo, where it shall receive the impression of the date stamp in use at that office, and where inland (reissued) orders and advices corresponding to the entries in the list shall be issued, to effect payment in accordance with the regulations of the Post-Office Department of the United States.

3. The lists as well as the entries in the lists shall be numbered consecutively 1, 2, 3, 4, 5, etc., in the order of dispatch, commencing on July 1st of each calendar year, and the receipt of each list shall be acknowledged on either side by means of the first subsequent list forwarded in the opposite direction.

4. Such lists shall be transmitted by each mail dispatched from Nuevo Laredo to Laredo, and vice versa, and shall be written in copying ink.

5. One copy of each exchange list shall be returned by the receiving exchange office to the dispatching exchange office; but, before returning such copy, the receiving exchange office shall enter therein the names of the respective offices of payment of the orders enumerated in the list.

6. Should it happen that on the day when the list is to be dispatched there are no orders to be communicated for payment, the list must nevertheless be sent; but, in that event, the exchange office will write across the list the words "No money orders."

ARTICLE 9.—*Internal orders issued.*

1. As soon as the list of the dispatching office shall have reached the receiving office of exchange, the latter shall forward, free of postage, the internal (reissued) money orders drawn in favor of the payees for the amounts specified in the list, to the respective payees, or to the offices of destination, in conformity with the regulations existing in each country for the payment of money orders.

2. When the lists shall show irregularities which the receiving office shall not be able to rectify, that office shall demand an explanation with as little delay as possible. Pending the receipt of the explanation the issue of internal (reissued) money orders of payment relating to the entries in the list found to be erroneous should be suspended.

ARTICLE 10.—*Issue and payment.*

1. The money orders issued by each country on the other shall be subject, as regards issue and payment, to the regulations which govern the payment of domestic money orders in the country of issue or of payment, respectively.

2. It is agreed that all money orders paid in either country shall be retained by the country in which they are paid.

ARTICLE 11.—*Duplicates, etc.*

1. When it is desired that any error in the name of the payee or remitter shall be corrected, or that the amount of a money order shall be repaid to the remitter, application must be made by the remitter to the postal administration of the country in which the order was issued.

2. Duplicate orders shall only be issued by the postal administration of the country of payment, and in conformity with the regulations established or to be established in that country.

ARTICLE 12.—*Repayments.*

Repayment, whether of an original or by means of a duplicate order, shall not be made to the remitter until it has been ascertained, through the postal administration of the country on which the original order was drawn, that the order has not been paid and will not be paid in the country of payment.

ARTICLE 13.—*Void orders.*

1. Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.
2. The post-office department of Mexico shall therefore enter to the credit of the United States, in the quarterly account, the amount of all money orders entered in the lists received from the United States which remain unpaid at the end of the period specified.
3. On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the postal administration of Mexico, for entry in the quarterly account, a detailed statement of all orders included in the lists dispatched from Mexico which, under this article, become void.

ARTICLE 14.—*Accounts.*

1. At the close of each quarter an account shall be prepared by the postal administration of Mexico showing in detail the total of the lists containing the particulars of orders issued in either country during the quarter and the balance resulting from such transactions.
2. Two copies of the account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, which must always be stated in United States money, shall, after proper verification, if due by the postal administration of Mexico, be paid at Washington, in the money of the United States, by a sight bill of exchange on New York, N. Y., sent by that administration at the same time that it transmits the account; and if due by the Post-Office Department of the United States it shall be paid, at the same time that the latter returns the accepted copy of the account, by means of a sight bill of exchange on the City of Mexico, D. F., drawn in United States money.
3. For this quarterly account forms shall be used in conformity with the patterns "C," "D," "E," and "F" in the appendix.
4. If, pending the settlement of an account, one of the two postal administrations shall ascertain that it owes the other a balance exceeding five thousand dollars ($5,000), the indebted administration shall promptly remit to the other the approximate amount of such balance.

ARTICLE 15.—*Detailed regulations.*

The postmaster-general in either country shall be authorized to adopt any additional rules not repugnant to the foregoing for the greater security against fraud or for the better working of the system generally. All such additional rules, however, must be communicated to the postmaster-general of the other country.

ARTICLE 16.—*Suspension of convention.*

Each administration is authorized, in extraordinary circumstances that would justify the measure, to suspend temporarily the money-order service in whole or in part, upon condition of giving notice of such suspension immediately to the other country, and, if deemed necessary, by means of the telegraph.

ARTICLE 17.—*Date of taking effect.*

This convention shall come into operation on the second day of October, 1899, and shall continue in force until twelve months after either of the contracting parties shall have notified the other of its intention to terminate it. The date in effect shall, however, be postponed at the request of either of the respective administrations.

Done in duplicate, and signed at Washington on the second day of September, 1899, and at Mexico on the twentieth day of September, 1899.

[SEAL.] CH. EMORY SMITH,
Postmaster-General of the United States.

[SEAL.] M. DE ZAMACONA E INCLAN,
Director-General of Posts of the United States of Mexico.

Approved:
[SEAL.] FRANCISCO Z. MENA.

NOTES.

ART. 2.—† By telegram of October 31 from the Mexican postal administration the mode of procedure indicated in sec. 2 of this article is accepted by that administration, to have effect January 1, 1900, and the consent of this department was given thereto under date of November 1. It is therefore understood that the method described in sec. 2 shall be followed in carrying out this convention.

ART. 17.—* In the correspondence between the respective postal administrations it was stipulated by Mexico that this convention, although according to its text in effect on October 2, should not come into operation until duly ratified by the Mexican Senate. Notice of such ratification was given the Post-Office Department of the United States, by telegraph, on October 2, coupled, however, with a request that the date of operation be postponed until January 1, 1900. To this request affirmative response was made on October 6, and the date of operation, as mutually agreed upon, is therefore fixed for January 1, 1900.

A.

List No.

List of money orders issued in the United States of America and payable in Mexico.

Exchange office stamp.

Blanks to be filled by the United States exchange office.									Blanks to be filled by the Mexican exchange office.					
Current international number of order.	Number of original order.	Date of original money order.	Post-office issuing original money order.	Full name and address of remitter of the order.	Full name of payee.	Full address of payee.		Amount received in United States money.	Rate of conversion.	Amount payable in Mexican money.		Number of inland order issued by Mexico office.	Post-office at which payment is to be made.	Remarks.
						Post-office.	Province.			*Pesos.*	*Centavos.*			

List No.

Stamp of Laredo exchange office.

INTERNATIONAL MONEY-ORDER EXCHANGE OFFICE,
Laredo, Tex., ..., 190..

SIR: I have received the List No. from your office, dated, on the

The examination of the said list has demonstrated the correctness of the totals therein set forth, to wit: Amounts paid in dollars cents.

In turn I transmit to you herewith (in duplicate) my List No., of international money orders, amounting in the aggregate to dollars cents.

Please examine, complete, and return to me the original of the said list with your acknowledgement of receipt indorsed thereon.

.....
Postmaster of International Money-Order Exchange Office.

To the POSTMASTER, INTERNATIONAL MONEY-ORDER EXCHANGE OFFICE,
Nuevo Laredo (Tamaulipas).

Lista No.

Sello de la Oficina de cambio de Nuevo Laredo.

OFICINA DE CAMBIO INTERNACIONAL DE GIROS POSTALES,
Nuevo Laredo, ..., 190...

SEÑOR: He examinado la lista que se halla en el anverso marcada No., fecha de.....de 19...., que arroja un importe total de..... dollars y.....cents.

Encuentro dicha lista exacta con las excepciones siguientes.

.....
El Administrador de Correos de la Oficina de Cambio Internacional de Giros Postales.

Al ADMINISTRADOR DE CORREOS DE LA OFICINA DE CAMBIO INTERNACIONAL DE GIROS POSTALES,
Laredo, Texas.

B.

Lista No.

Lista de giros postales librados en México, y pagaderos en los Estados Unidos de América.

Estas columnas deben llenarse por la oficina de cambio de México.												Estas columnas deben llenarse por la oficina de cambio de los Estados Unidos.		
Número de órden internacional del giro.	Número del giro original.	Fecha del giro original.	Oficina de correos que expedió el giro original.	Nombre y dirección del remitente.	Nombre del tenedor.	Dirección del tenedor.		Importe recibido en México en moneda mexicana.		Tipo del cambio corriente.	Importe que debe pagarse en los Estados Unidos.	Número del giro del servicio interior.	Punto de destino. (Oficina y Estado.)	Observaciones.
						Oficina de correos.	Estado.	*Pesos.*	*Cent.*					

Lista No.

Sello de la oficina de Nuevo Laredo.

OFICINA DE CAMBIO INTERNACIONAL DE GIROS POSTALES,
Nuevo Laredo, ..., 190...

SEÑOR: He recibido la lista No.....de esa oficina de cambio internacional de giros postales fechada el de.....de 190..., que llego á mis manos el día.....de.....190....

El examen que de dicha lista se ha hecho demuestra la exactitud de los datos consignados en ella (*) y cuyo resultado es el siguiente: Total pagados..... dollars y.....cents.

A mi vez, remito á Vd. con ésta (por duplicado) una lista de giros postales internacionales, marcada con el número.....y cuyo importe total asciende á..... dollars y.....cents.

Sírvase Ud. examinar, completar y devolverme el original de esta lista, haciendo constar en ella el acuse de recibo correspondiente.

.....,
El Administrador de la Oficina de Cambio de Giros Postales.

Al ADMINISTRADOR DE CORREOS DE LA OFICINA DE CAMBIO INTERNACIONAL DE GIROS POSTALES
á Laredo, Texas.

* Si se encontraren diferencias, se harán constar á continuación.

Stamp of the exchange office of Laredo.

INTERNATIONAL MONEY-ORDER EXCHANGE OFFICE,
Laredo, Tex.,.....190...

SIR: I have examined your list of money orders, No., dated, showing a total of.....dollars.....cents.
The said list has been found correct with the following exceptions:

.....

....., *Postmaster at Laredo, Tex.*

To the POSTMASTER AT THE
INTERNATIONAL MONEY-ORDER EXCHANGE OFFICE,
Nuevo Laredo, Mexico.

C.

.....TRIMESTRE DE 190...

Estado detallado de listas.

Giros librados en México.				Giros librados en los Estados Unidos.			
Número de la lista.	Fecha de la lista.	Importe.		Número de la lista.	Fecha de la lista.	Importe.	
		$	c.			$	c.

D.

.....TRIMESTRE DE 190...

Giros cuyo importe se ha reintegrado.

Giros librados en México.					Giros librados en los Estados Unidos.				
No. internacional del giro.	Lista.		Importe.		No. internacional del giro.	Lista.		Importe.	
	No.	Fecha.	$	c.		No.	Fecha.	$	c.
		Total.....					Total.....		

E.

.....TRIMESTRE DE 190...

Giros caducos.

Giros librados en México.					Giros librados en los Estados Unidos.				
No. internacional del giro.	Lista.		Importe.		No. internacional del giro.	Lista.		Importe.	
	No.	Fecha.	$	c.		No.	Fecha.	$	c.
		Total.....					Total.....		

F.

.....TRIMESTRE DE 190...

Estado general que manifiesta el resultado del cambio de giros postales entre México y los Estados Unidos.

Á favor de México.			Á favor de los Estados Unidos.		
Giros expedidos en los Estados Unidos y pagaderos en México según el estado detallado (C).....			Giros expedidos en México y pagaderos en los Estados Unidos, según el Estado detallado (C).....		
Giros cuyo importe se ha reintegrado ó (D).....			Giros cuyo importe se ha reintegrado (D).....		
Giros caducos (E).....			Giros caducos (E).....		
Pagado en cuenta por la Administracion General de Correos de México.....			Pagado en cuenta por el Departamento de Correos de los Estados Unidos.....		
.....190....			190....		
.....190....			190....		
.....190....			190....		
.....190....			160....		
Crédito total de México.....			Crédito total de los Estados Unidos.....		
Saldo á favor de los Estados Unidos....			Saldo á favor de México.....		

Se declara aceptada la cuenta anterior, reconociéndose el saldo de..... dollars y..... á favor del correo de

.....

México,

.....190...

EXAMINADO Y ACEPTADO.

.....,

Auditor por el Departamento de Correos de los Estados Unidos.

WASHINGTON, D. C.,

.....

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL

FOR THE

POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1899.

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, November 27, 1899.

SIR: The claims division of this office during the fiscal year ended June 30, 1899, considered and passed upon claims of postmasters for alleged losses by fire, burglary, and unavoidable casualties, under the provisions of the acts of Congress approved May 9, 1888, and June 11, 1896; the number of which claims is stated below:

Unsettled claims that came over from the preceding fiscal year	360
To which was added claims received during the fiscal year covered by this report	1,088
Total	1,448
Remaining unsettled June 30, 1899	293
Settled during the present fiscal year	1,155
Previously disallowed and allowed during the present fiscal year	4
Total number settled during the present fiscal year	1,159

Of the above number of claims passed upon during the fiscal year ended June 30, 1899, six hundred and sixty-two were allowed, amounting to $81,713.08, and 497 were disallowed, dismissed, or withdrawn.

During the preceding fiscal year claims were allowed amounting to $78,099.21.

In the fiscal year preceding that, to wit, the year ended June 30, 1897, claims were allowed aggregating $119,350.90.

For the fiscal year ended June 30, 1896, the allowances on claims amounted to $104,640.19.

It is gratifying to note that the amount of said losses during the fiscal year under consideration was only slightly increased over that of the preceding year, and that it is much less than that during each of the years preceding that one. The falling off in amounts is probably due to the increased care and vigilance of postmasters having public funds in their custody.

An analysis of the losses for which allowances were made, as stated above, shows:

Loss by fire	$17,618.59
Burglary	56,710.80
Miscellaneous causes	2,888.11
Losses of funds in transit from post-offices to depositories	4,495.58

The claims division is conducted by two clerks, one of them the chief thereof, who gather evidence concerning each claim, brief it, and submit it to the Assistant Attorney-General, who revises the entire case and submits it, with his recommendation, for final action to the Postmaster-General.

LAW OPINIONS.

During the fiscal year under consideration 336 original opinions on lottery schemes of various kinds, arising under the provisions of the act of September 19, 1890, and amendment thereto, were prepared by this office, as were also 136 opinions on claims for rewards, filed by sundry persons, under the provisions of the several proclamations issued by the Postmaster-General, for services in arresting and convicting persons guilty of crimes against the criminal postal code of this Department, and 175 written opinions on miscellaneous cases submitted to this office affecting the postal service in various ways, nearly all of which were important and many of them determining the basis upon which large sums of money were expended or the grounds upon which claims of a miscellaneous character were rejected.

PARDONS.

In addition to the written opinions alluded to above, applications for pardon or for commutation of sentences pronounced against persons convicted of violation of the postal criminal statutes were, at the request of the Attorney-General, fully considered and annotated, and reported upon to the Attorney-General, with recommendations pro or con.

COMPROMISES.

During the fiscal period referred to, 35 cases, known as "Compromise cases," in which offers were made to settle indebtedness to the Department, under the provisions of sections 295 and 409 of the Revised Statutes, were submitted to this office by the Postmaster-General, fully considered, briefed, and returned to him for his final action thereon.

REPORTS OF POST-OFFICE INSPECTORS.

There were also received from the division of post-office inspectors and mail depredations of this Department 1,042 cases, accompanied by statements of the evidence which had been gathered by post-office inspectors in connection with alleged criminal violations of the postal laws, the evidence in each case being carefully analyzed and considered, and written reports thereon made to the Fourth Assistant Postmaster-General as to the advisability of commencing criminal prosecutions or of discontinuing prosecutions in such cases already commenced.

ALLEGED SCHEMES TO DEFRAUD.

In addition to all this, hundreds of cases of fraud, alleged to have been promoted by the use of the mails, came to this office from the outside public as well as from postmasters and other postal officials, each of which was considered and disposed of by referring it to the division of post-office inspectors and mail depredations of the Post-Office Department for investigation and prosecution or dispensed with by notifying the person from whom it emanated.

"FRAUD ORDERS."

Ninety-nine "fraud orders" were issued during the year, 90 of them directed against schemes devised for the purpose of obtaining money or property by means of fraudulent pretenses, representations, and promises, only 9 of them being issued against lotteries or gift enterprises for the distribution of prizes by lot or chance. This statement shows concisely and clearly how completely the lottery business of all kinds which crept into the mails has been checked and broken up.

Of the 99 "fraud orders" issued 4 were subsequently revoked on receipt of evidence that they had accomplished the purpose for which they were issued.

It is needless to repeat what has been stated in former reports of this office, that great care is exercised in determining the precise character of the business operations of any person against whom complaints have been made for alleged violation of the lottery or fraud law before the harsh remedy of excluding said person from the use of the mails is resorted to.

CUBAN AND PORTO RICO POSTAL CODES.

Another important and difficult work performed in this office during the fiscal year embraced in this report was the preparation of the full postal code for Cuba, and another and separate code for Porto Rico, both of which were subsequently promulgated by the War Department by direction of the President.

FORCE OF THE OFFICE.

It is pertinent and proper to state in this connection that the vast volume of business relating to lotteries and frauds, crimes of all kinds, compromises, advice to the several bureaus of the Department, as well as to the Postmaster-General, and to postmasters throughout the country, and the labor of preparing legal opinions, many of them involving diligent and patient search of authorities, and the preparation of the postal codes above referred to, has been transacted by the Assistant Attorney-General, his assistant, and three stenographers and typewriters, which statement will give some idea of the important work and the extent thereof which was performed by them.

PROCEDURE IN CRIMINAL PROSECUTIONS.

The necessity of furnishing this office with prompt information concerning prosecutions against violators of criminal postal statutes, as well as information relating to civil cases in which the business of this Department is concerned, pending in and disposed of by the Federal courts, has been alluded to in two or three of my former reports. I can not do better than to quote from one of these reports two or three paragraphs, which clearly and precisely present this subject, to wit:

> Nearly or quite all the offenses against the postal laws relating to crimes and misdemeanors which reach the courts are discovered by the inspectors of this Department, and as a preliminary step, in many cases, they refer the facts to this office and await instruction. Hence, the facts in each of said cases are dissected here and the inspector notified that a case of probable guilt has or has not been developed. After it goes to the United States attorney for his consideration we rarely know anything more about it until, by special inquiry of the Department of Justice or information

obtained from newspapers, we learn that the case has gone to trial, resulting in conviction or acquittal, or has been disposed of on demurrer, or motion to quash, or by other means well known to lawyers. And when the decision of the court involves a discussion of the law and a ruling thereon, or instructions to a jury in which the applicability of the law is stated (which is often the case), this Department is generally informed of the fact a long time afterwards, if at all. It is rarely consulted about the management of the case, or has any further official connection with it, unless the accused, through influential friends, asks for a discontinuance of proceedings, or after conviction and sentence, appeals for commutation of sentence or pardon, when the matter is brought to the attention of the Postmaster-General, who is then asked to determine whether the prayer for mercy should be granted.

I respectfully submit that this custom should be discontinued, and that the management of prosecutions for offenses against the postal laws should devolve on this office. It has happened in quite a number of instances that this office has construed and applied the provisions of a statute differently from a decision of a Federal court remote from the national capital, and has continued in this inconsistent course, thus producing confusion and mischief, for sometime before the conflict of rulings has been brought to its notice.

CIVIL PROCEDURE.

What is suggested as to criminal prosecutions applies with almost equal force to civil actions. There seems to be no good reason for a divided jurisdiction in cases applying solely to postal matters, and I therefore recommend that the Department of Justice shall be consulted concerning the advantage to be gained by transferring the consideration and management of such cases to the Post-Office Department, and as to whether this could be done without legislation.

Inasmuch as the Assistant Attorney-General for this Department is, under the provisions of statute, an officer of the Department of Justice, there would be no inconsistency in having the regulations of both Departments so changed as to give the law officer of this Department, if not an exclusive, yet a concurrent jurisdiction over matters of this kind.

PROPOSED REVISION OF LAWS.

Important and necessary changes in the statutes relating to crimes and misdemeanors against the postal laws have been suggested to the Commission to Revise and Codify the Criminal and Penal Laws of the United States, now in existence, and its revision relating to this Department was submitted in a special report to the last Congress, too late, however, to be enacted into law. Doubtless this report will be promptly taken up at the approaching session of Congress and favorably acted upon by it.

In addition to this criminal code numerous changes relating to the civil service of the Department have been suggested by experience, and a memorandum of these has been kept in this office with a view of preparing a consolidation or revision of all statutes relating to the postal service, which will, on completion, be submitted to the Postmaster-General for his approval, with the recommendation that it be brought to the attention of Congress.

APPROPRIATION FOR LAW BOOKS.

I can not too strongly urge the importance of a specific appropriation for the purchase of law books for this office. It is impossible for us to keep up with the current legal literature, with the decisions of courts, and with the changing adaptation of legal principles to new cases, all of which can only be obtained by the acquisition of the most approved modern, standard law books and by subscriptions to law magazines.

The appropriation for books in this Department (which is general, and which applies to the purchase of books for all branches of the Department) is, even excluding the necessities of this office, exceedingly meager. To depend on that appropriation for such books as we feel we absolutely need would be to deprive us entirely of the opportunity to acquire them. Hence, a separate estimate was submitted by this office to be embodied in the Book of Estimates, and which I assume was incorporated therein; and I now desire to supplement that by urgently insisting that you will aid us in obtaining such an appropriation as will add to our library what we so much need.

EDITING AND PUBLISHING OPINIONS.

I renew with more earnestness than heretofore my recommendation as to the importance, if not necessity, of editing and printing into volumes the opinions of the Assistant Attorneys-General of this Department since the establishment of the office. The opinions of the Assistant Attorneys-General for the other Departments, the decisions of the Comptroller of the Treasury, etc., have always been carefully edited and published. There is no reason why this should not be done for the Post-Office Department—in fact, it seems to me even more important that it should be done here than in any of the other Departments, for they constitute almost the only precedent for executive action in many of the most important cases that have come before the Department. I therefore earnestly recommend that Congress be asked to provide, by appropriation, for the compiling of these opinions into volumes.

Very respectfully,

JAS. N. TYNER,
Assistant Attorney-General for the Post-Office Department.

To the POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899. (Acts of March 17, 1882, May 9, 1888, and June 11, 1896.)

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Abbott, Tex	L. L. Brigman	Burglary	$95.58	$28.93	$97.94	$73.62	$28.93	$97.94	
Abercrombie, N. Dak	W. C. Scoville	do	80.09	15.14	67.74	80.09	15.14	67.74	
Aberdeen, Cal	A. A. Neil	Fire					22.25		
Abner, Tex	J. R. Gray	do		64.75			64.75		
Absher, Ill	G. H. Pritchett	do					15.69		
Adamsrun, S. C	S. C. Legaré	In transit			39.00				Disallowed; failure to remit as instructed.
Do	do	do			1.10				Do.
Afton, Ind. T	J. P. Thompson	Fire	3.00	245.78		3.00	245.78		
Do	F. S. Walker	Burglary	243.93	16.00	105.12	243.93	16.00	98.31	
Afton, N. Y	B. B. Hyde	do	12.30	232.91		2.95	242.44		
Agency, Iowa	G. L. Nye	do	3.55	4.00		3.55	4.00		
Agricola, Kans	T. W. Truitt	do	.66			.66			
Ainsworth, Iowa	W. T. Trotter	do	2.75	17.20					Disallowed; negligence of claimant.
Akron, Kans	J. P. Moore	do		67.00			64.85		
Alden, N. Y	I. M. Smith	do		8.76			8.76		
Alden, Ohio	C. P. Oesterle	do	1.00	71.16			70.28		Previously reported as disallowed.
Aldridge, Ill	F. L. Spring	Fire		6.84			6.84		
Alexander, N. Y	J. F. Whiteside	Burglary		113.08			113.08		
Alexandria, Ky	Annie Kronz	do	6.05		111.17				Disallowed; negligence of claimant.
Alexandria, Ohio	J. W. Hanway	In transit			5.00				Disallowed; failure to remit as instructed.
Alford, Ky	S. J. Alford	Burglary	10.14	3.76	9.92	10.14	3.76	9.92	
Alma, N. Y	A. F. Nichols	Fire		15.82					Disallowed; no satisfactory proof of loss.
Almota, Wash	H. H. Spalding	do		26.00			35.22		
Alsea, Oreg	W. H. Malone	do		130.80			130.80		
Alsup, Mo	H. L. Tiller	Burglary	4.94	1.08		4.94	1.08		
Alta, Iowa	C. H. Wegerslev	do	58.18	65.30	118.98	58.18	65.30	118.98	
Altamont, Ill	T. G. Boyer	do	26.23			26.02			
Altamonte Springs, Fla	F. C. Brown	do		.60					Do.
Altus, Ark	G W. Crawford	do		133.21			133.21		
Amawalk, N. Y	D. Ryder, jr.	Fire					19.52		
American Fork, Utah	T. McCarty	Burglary		4.58					Disallowed; negligence of claimant.
Ames, Nebr	A. B. Cady	do	1.00	3.00		1.00	3.00		
Amesbury, Mass	C. W. Rowell	Fire		8.67			8.67		
Amish, Iowa	C. C. Yoder	Burglary		35.27			35.27		
Anabel, Mo	A. J. Brown	do		35.17					Do.
Andalusia, Ala	S. J. Harrell	In transit			208.00				Dismissed; recovery of amount lost.
Do	do	do			277.00			277.00	
Andover, Kans	D. J. Reber	Burglary		56.78			56.78		
Angelo, Wis	J. H. Davis	Fire		61.92			61.92		
Anita, Pa	C. S. Wier	Burglary	21.45		132.98				Disallowed; negligence of claimant.
Ansley, Nebr	T. T. Varney	do		13.04					Do.

Applecreek, Ohio	H. G. Jameson	Fire		7.00			3.19		
Arago, Oreg	J. H. Schroeder	Burglary	41.54		209.09	41.54		208.97	
Arch, Ky	R. R. Russell	Fire					2.23		
Argentine, Pa	C. B. McFarlin	do					1.57		
Arthur, Ala	V. A. S. Green	Theft		2.00					Do.
Asbury, Mo	M. H. Kenaga	Fire		89.07			89.07		
Ashland, N. H	W. F. Hardy	Burglary	13.21	48.23		10.23	49.34		
Ashland, Va	G. R. Nixon	do	4.50	471.65		4.50	471.65		
Ashtabula, Ohio	W. Redhead	Fire		3.36			3.36		
Atkinson, Ill	J. Straley	Burglary		112.72			112.72		
Atlas, Ill	C. A. Roosa	Fire							Disallowed; no proof of loss.
Atlee, N. C	W. Setliff	Burglary		31.50					Disallowed; negligence of claimant.
Attica, Kans	L. Kille	In transit			232.00				Disallowed; failure to remit as instructed.
Attle, Mo	W. S. Jolliff	Fire		5.50					Disallowed; no proof of loss.
Atwood, Tenn	R. F. Cannon, jr	Burglary		46.38			46.38		
Audubon, N. J	G. A. Aldrich	do	.75	3.02		.75	3.02		
Aurora Station, Ohio	C. Russell	Fire	.40	40.00	7.10		56.01		
Avilla, Ind	J. N. De Camp	In transit			61.00			61.00	
Avilla, N. C	W. E. White	Fire		4.77		.72	3.96		
Bailey's Switch, Ky	E. J. Miller	do					4.08		
Baileyville, Kans	J. W. Clency	Burglary	1.27		2.00	1.27		2.00	
Ball, Ill	J. H. Cleveland	do	5.50	1.75		5.50	1.75		
Baltimore, Md	S. D. Warfield	do	.80	22.99		.80	22.99		
Bamberg, S. C	S. H. Counts	Fire					73.68		
Barbertown, N. J	C. A. Butterfoss	Burglary		13.29			13.29		
Bardonia, N. Y	H. Bardon	do	5.53	36.38		5.53	36.38		
Bardstown Junction, Ky	T. J. Trunnell	do		58.05					Disallowed; negligence of claimant.
Bargersville, Ind	J. W. Jones	Fire		.75			3.24		
Barker, Mont	J. C. Lilly	Burglary		36.48	104.66		36.48	102.76	
Barker, N. Y	W. Jesson	do	.60	34.66					Do.
Barney, N. Mex	D. N. Hartley	do		12.66					Do.
Bascomville, S. C	L. Howze	Fire		61.79		11.20	50.59		
Batesville, S. C	J. W. Baker	do					24.15		
Baywood, La	D. E. Starns	do		62.04			67.56		
Beauclerc, Fla	F. C. Sawyer	Burglary	2.25	12.31					Disallowed; no satisfactory proof of loss.
Beaverdam, Mich	W. P. Karsten	Fire		28.00			28.50		
Beckwith, Cal	J. R. Enscoe	do				19.65	378.09		
Bedison, Mo	R. L. Crabb	Burglary		70.06			68.06		
Belknap, Iowa	T. D. Munn	Fire					47.52		
Bellair, N. C	D. Lane	Burglary	4.90	1.90					Disallowed; negligence of claimant.
Bellbrook, Ohio	A. Loy	Burglary	22.62		38.85	21.50		38.85	
Belleville, Ark	J. T. Dowell	In transit			20.00			20.00	
Bellmont, Ill	C. A. French	Burglary	46.17		29.66	45.69	.48	29.67	
Bellville, Ga	J. T. Grice	do	17.99		31.18	17.99		31.18	
Belmont, Nebr	W. A. Eversoll	do	1.20	39.37		1.20	39.82		
Belton, Mo	A. M. Johnston	do	7.07			7.07			
Bennington, Nebr	D. H. Kirschner	do	7.00	7.82					Do.
Bentley, Kans	S. R. Armour	do	3.11	.70		3.11	.70		
Benton, Ill	J. A. St. Clair	Robbery	82.49		468.78	82.49		282.78	
Berea, W. Va	S. W. Fox	Burglary	8.03	19.22		8.03	19.22		
Bergoo, W. Va	E. H. Gillespie	Fire					41.17		
Berkeley Springs, W. Va	W. H. Somers	Burglary	8.02	1.96					Do.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Berkley, Va	T. C. Humphries	Burglary	$0.25	$8.52		$0.25	$8.52		
Berlin Center, Ohio	G. King	do	36.96	9.25	$73.27				Disallowed; negligence of claimant.
Bernardsville, N. J	R. Abel	do		1,090.27			$1,090.27		
Berry, S. C	J. Y. Cantrell	Fire					10.97		
Berryessa, Cal	J. W. Shaw	do		22.28			22.28		
Bertrand, Mo	Inez Fox	Burglary		57.71					Do.
Bessie, Ga	G. W. Mullen	Fire					22.13		
Beverly, Kans	J. H. Horry	Burglary	7.23	100.19		$7.23	99.93		
Beverly, N. J	E. P. Rodman	do		617.79			617.79		
Biehle, Mo	A. F. Pingel	do		23.24					Do.
Big Bend, W. Va	R. F. Hickman	In transit	4.79						Dismissed; money recovered.
Bigbyville, Tenn	T. W. Faires	Fire					40.02		
Big Piney, Wyo	D. B. Budd	Robbery	22.68		28.99	22.68		$28.99	
Big Rock, N. C	H. L. Jones	Burglary	15.18						Disallowed; negligence of claimant.
Bingham Canyon, Utah	C. H. Roberts	In transit			160.00				Dismissed; money recovered.
Birdwood, Va	T. Garland	Fire					23.66		
Bishopville, Ohio	T. J. Wilson	Burglary		76.96			76.96		
Bishopville, S. C	H. G. Scarborough	do	30.00		55.00				Disallowed; negligence of claimant.
Bismarck, N. Dak	A. G. Patterson	Fire		1.39			1.39		
Biwabik, Minn	W. W. Browne	In transit			90.00			90.00	
Do	do	do			114.00			114.00	
Blackbird, Mo	D. D. Hunt	Fire		25.59			25.59		
Bladen, Nebr	A. P. Johnson	In transit			280.00				Disallowed; failure to remit as instructed.
Blanchard, La	M. M. Barnes	Burglary	9.26			9.26			
Blandville, Ky	B. F. Gilbert	Fire		119.67			105.07		
Bliss, Ga	T. W. Lanier	Burglary	1.39						Disallowed; negligence of claimant.
Bloomfield, Pa	M. L. Demorest	do		4.73					Do.
Do	do	Fire					4.69		
Bloomington, Wis	G. W. Nevins	Burglary	55.45	401.44	14.29	55.45	401.44	14.29	
Bluff, Tex	E. Engel	do		46.85					Do.
Bluff Creek, Tenn	W. B. Wyatt	Fire					19.05		
Boegers Store, Mo	F. F. Ohmann	Burglary	66.73		45.97			45.97	
Bolivia, Ill	D. Neer	Fire					43.18		
Bolton, Ga	L. E. Fisher	Burglary	2.65						Do.
Bonanza, Mo	C. W. Cline	Fire		1.12			10.71		
Bonicord, Tenn	T. J. Biggs	do				12.92	34.90		
Boonesboro, Mo	W. W. Whyte	do				46.50	23.56		
Border City, N. Y	J. A. Butler	Burglary	2.00	11.34		2.00	11.34		
Bowers, Cal	J. Carmichael	Fire		2.40			2.40		
Boxley, Ind	M. E. Mitchell	Burglary		22.00					Do.
Bradford, Ill	J. F. Carroll	do		34.63					Do.
Bradford, Vt	T. A. Chase	do	3.81						Do.

Bradleyton, Ala	W. J. Warner	Fire					4.07		
Braman Corners, N. Y	W. J. Gardinier	Burglary		9.30			9.30		
Bramwell, W. Va	W. C. Brooke	do	19.17	295.65	65.82	19.17	273.97	65.82	
Breesport, N. Y	J. S. Vangorden	Fire		18.72			17.42		
Briceland, Cal	H. P. Robison	do					58.86		
Brickchurch, Tenn	M. A. Rothrock	do							Disallowed; no satisfactory proof of loss.
Bridgeport, Conn	W. H. Marigold	do		35.16			35.16		
Bridgeport, Mich	N. Weston	Burglary		30.84					Disallowed; negligence of claimant.
Bridgewater, N. Y	C. W. Stoddard	do		.75					Do.
Bridgewater, Vt	W. C. Raymond	do		64.35			64.44		
Brightstar, Ark	F. H. Eubanks	In transit	3.60						Do.
Brightwood, Va	H. S. Thomas	Fire					24.52		
Brinsmade, N. Dak	A. E. McDonald	Burglary		1.70					Do.
Bristow, Iowa	C. L. Jones	Fire		2.50			2.50		
Broadalbin, N. Y	J. P. Rosa	Burglary		30.58					Disallowed; no satisfactory proof of loss.
Brockway, Mich	A. Van Norman	Fire					11.06		
Brokaw, Ill	M. H. Young	Burglary		1.50			1.49		
Bronson, Kans	Geo. Campbell	In transit			92.00			92.00	
Brooks, Oreg	W. G. Evans	Burglary			101.33			101.33	
Brookside, Pa	F. Messner	Fire	2.20						Do.
Brookside, Wis	P. Bitter	Burglary		4.00					Do.
Brownhelm, Ohio	A. Shattuck	do		12 71			14.22		
Bruin, Pa	H. M. Caldwell	Fire		4.50			4.50		
Brundidge, Ala	J. H. Dewberry	In transit			530.00			530.00	
Do	do	do			330.00			330.00	
Brunson, S. C	D. F. Moore, jr	Fire					4.02		
Brunswick, Minn	A. Skoglund	Burglary	9.84	68.89					Disallowed; negligence of claimant.
Brunswick, Mo	G. W. Rucker	do	6.27	23.83					Do.
Brunswick, Md	J. W. Porter	do		34.24			59.75		
Brushyfork, Ill	J. C. Gilbert	Fire		41.91			38.91		
Brysonia, Pa	H. H. Warren	Burglary		9.41					Do.
Buck Creek, Wis	C. W. Miller	Fire					4.79		
Buckrange, Ark	S. T. Griggs	Burglary	10.65	3.00		10.65			
Buda, Ill	N. J. Knipple	do		318.05			317.05		
Buda, Tex	A. L. McElroy	do		34.39			29.49		
Bullards, Ga	R. Ramey	Larceny			56.00				Do.
Bunkerhill, Kans	W. H. Biays	Burglary	121.20		94.63	121.20		48.02	
Burkville, N. C	E. T. Crater	Fire	.30	36.45		.30	36.45		
Burnsville, W. Va	H. J. Rudkin	do		4.32			4.32		
Burton, Mont	R. Burton	do	1.50			3.54	42.83		
Butler, Ala	F. A. Addison	In transit			5.00				Disallowed; no satisfactory evidence of remittance.
Butman, Mich	L. Van Valkenburg	Fire		14.04			14.04		
Byerton, Ill	E. Bell	do				8.38	16.08		
Caledonia, Minn	M. Emery	Burglary	35.39	11.42		35.39	11.42		
Caledonia, N. Y	C. W. Blackman	do	30.33	234.39	8.53	31.27	233.45	8.53	
Calico Rock, Ark	W. M. Aikin	Fire				22.75	10.32		
Campbell, Ill	D. J. Kimmell	do		9.68			9.68		
Camp Creek, N. C	J. L. Mull	do				4.62	21 94		
Campus, Ill	T. M. Walsh	Burglary		100.62			95.62		
Canadice, N. Y	S. Beam	Fire					19.32		
Carbon Center, Mo	I. N. Smith	Burglary	7.02						Disallowed; negligence of claimant.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Carbon Cliff, Ill	C. Corbin	Burglary		$3.57	$28.51			$27.69	
Carbon Hill, Ala	J. McDonald	In transit			51.00				Dismissed; money recovered.
Carthon, Ohio	J. Henderson	Burglary		14.63					Disallowed; negligence of claimant.
Carytown, Mo	R. E. McCarthy	Fire				$4.56	$40.93		
Cass Station, Ga	J. Quilliam	Burglary	$1.50			1.50			
Catawba, S. C	J. M. Simpson	Fire		2.20			2.20		
Catawissa, Pa	C. L. Pohe	Burglary		98.76					Do.
Cedarbluffs, Nebr	J. Yung, jr	do	245.42	74.29	52.51	144.21	72.30	52.51	
Cedarfalls, N. C	S. Bristow	do		3.76			3.76		
Cedarledge, Pa	J. H. Brown	do		84.34					Do.
Celt, Mo	I. Dillion	Fire		1.93			1.93		
Center, Mo	H. M. Piper	do					18.08		
Centerville, Pa	P. Cronin	Burglary	8.00	26.14		8.00	26.14		
Central, S. C	J. D. Aiken	Fire				44.64	208.53	139.33	
Central Station, W. Va	D. Rollins	Burglary	7.00			7.00			
Ceres, Okla	E. E. Vanslyke	do	10.06	.68		.68	7.06		
Chalmers, Ind	L. F. Davisson	do		95.15	.31				Do.
Chamois, Mo	J. T. Boyse	do	13.33		6.46	12.40	.93	6.46	
Chapin, Iowa	R. C. Davenport	do	1.50	11.68		1.50	4.95		
Charlton, N. Y	J. A. Slover	do		3.00	13.12				Do.
Chase, Ind	J. F. Quyle	do		4.45					Disallowed; no satisfactory proof of loss.
Chase, W. Va	J. J. Chase	Fire					34.64		
Chateworth, Ill	W. G. Messler	Burglary	54.71	258.75	37.57	54.71	257.15	37.57	
Chauvin, La	A. E. Chauvin	Fire					5.93		
Cheney, Mo	A. B. Cheney	Burglary		1.25					Do.
Chestnut Mound, Tenn	J. F. Wyatt	Fire	34.75	20.01		34.75	20.01		
Chico, Tex	L. Williams	Burglary	16.28		54.86	16.92		43.86	
Chilton, Tex	J. C. Eakin	Fire		1.05			1.05		
Chrisman, Ill	J. F. Newlin	Burglary	2.25	10.38		2.25	10.38		
Christiansburg, Ky	O. V. Fry	do	5.26	42.72	2.89	3.85	43.65	2.89	
Cinda, Ark	S. W. Bunch	do		23.50			23.50		
Circle, Tenn	E. F. Sharp	Fire					1.04		
Claiborne, Md	A. J. Hurley	Burglary		13.59					Disallowed; negligence of claimant.
Claremore, Ark	E. G. S. Wells	Fire		5.85			5.85		
Clark, Mo	S. Robertson	Burglary	96.74	53.64	18.43	96.74	53.64	18.43	
Clark, S. C	J. D. King	Fire					12.19		
Clarksdale, Miss	W. A. Alcorn	do		580.94			580.94		
Clarksfield, Ohio	E. Spurrier	Burglary		61.19					Do.
Clarkson, Nebr	J. D. Wolf	do	19.65	176.65	3.18	19.65	176.65	3.18	
Clarksville, Va	W. B. Alfred	do	33.10	199.08	94.30	33.10	199.08	94.30	
Cleveland, Ohio	J. C. Hutchins	Larceny	1,100.21			1,100.21			
Clinton, Me	J. M. Jewell	Burglary	23.00	358.61		23.00	349.83		

Clinton, N. C.	D. P. Dameron	do	1.50	14.30			14.30		
Coalcreek, Colo.	M. A. Doyle	In transit			140.00				Dismissed; money recovered.
Coalhill, Pa.	W. S. Karnes	Fire					8.24		
Cochran, Tenn	S. P. Fox	do				12.42	16.18		
Coffee, Ind.	J. C. Woodrow	Burglary	4.74	26.74		4.74	26.74		
Coke, Tex	C. A. Robinson	In transit	6.74						Do.
Cokedale, Mont.	H. P. De Hart	Fire	7.52	17.39		7.52	17.39		
Colby, Kans	R. M. McGonigal	Burglary		33.65			33.65		
Colchester, Conn	C. B. Rogers	Fire		176.11			176.11		
Cole City, Ga	S. H. Thurman	Burglary			35.00			25.00	
Collins, Ga.	P. B. Sandifer	Fire		20.38			20.38		
Colmesneil, Tex	K Parsons	Burglary		20.73			18.73		
Columbia, Va.	J. H. Manley	do	76.91	25.87	63.73	76.91	25.87	63.73	
Concord, Ga	I. B. McClendon	do		71.90			71.90		
Concord Depot, Va	S. Haden	do		12.00			12.00		
Conley, Ga.	H. D. Moore	do		15.28					Withdrawn.
Coon, Ky	W. A. Williams	Fire							Disallowed; no satisfactory evidence of loss.
Coon Rapids, Iowa	S. D. Henry	Burglary	34.00	10.86	85.26	34.00	10.57	77.50	Disallowed; negligence of claimant.
Copalgrove, N. C.	C. A. Ridenhour	do	1.25	17.20					
Coquille, Oreg.	B. E. Nosler	In transit	6.73			6.73			
Cornersville, Tenn.	O. E. Ward	Burglary		128.08			128.08		
Corning, Cal.	O. McKellar	Fire					112.78		
Cornish, Me	J. F. Jameson	Burglary	210.38	54.35		210.33			All stamps recovered.
Cottage Grove, Cal.	W. Elliott	Fire				.88	25.20		
Courtland, Va	M. R. Tyler	Burglary	152.70	213.79	25.87	152.70	213.79	25.87	
Covello, Wash	C. A. Lowry	do			24.50				Disallowed; no evidence of burglary.
Coverdale, Va	R. H. Mehard	Fire					36.53		
Covington, Ky.	O. A. Reynolds	Burglary	9.20	1,071.45		9.00	1,071.45		
Cowanesque, Pa	A. H. Bostwick	do		41.61			41.02		
Cowarts, Ala.	B. A. Forrester	In transit			163.00			160.00	
Craddockville, Va	G. G. West	Fire					2.01		
Crane, Miss	A. J. Crane	Burglary	2.00	2.79					Disallowed; negligence of claimant.
Crawfordville, Fla.	W. W. Walker	In transit			60.00			60.00	
Do.	do	do			4.00			4.00	
Creedmoor, Tex	T. H. Davis	Fire					66.54		
Crescent City, Fla	J. L. Burton	In transit			75.00			75.00	
Crews Depot, Ala	W. T. Stanford	Burglary	1.75	42.77		1.75	42.77		
Crockett Depot, Va	J. S. Dix	Fire					86.63		
Crossville, Ill	D. W. Johnston	Burglary	1.25	1.97		1.25	4.68		
Crossville, Tenn	J. M. Proctor	In transit			57.00				Dismissed; money recovered.
Crowley, Tex	J. S. Hays	Burglary	5.00	2.20		5.00	2.20		
Crump, Ala	W. M. Davis	do		3.00					Disallowed; negligence of claimant.
Cuba, Iowa	W. E. Patrick	Fire					31.52		
Cuba, Nebr	A. M. Brinkerhoff	do							Disallowed; no satisfactory evidence of loss.
Cuba, Ohio	T. H. Bryan	Burglary		1.64					Disallowed; negligence of claimant.
Cunningham, N. C.	O. M. Cunningham	Fire					9.65		
Cuyahoga Falls, Ohio	H. Thomas	do		39.79					Disallowed; no satisfactory evidence of loss.
Dakota, Nebr	M. A. Schmied	Burglary		12.67					Disallowed; negligence of claimant.
Dalbo, Minn	A. Peterson	do	.60	108.52		.60	108.52		
Daleville, Ala	S. E. McLeod	Fire				21.23	94.49	15.76	
Dalton, Mo	K Wessner	Burglary	6.30	100.33	.75	6.30	100.33	.78	
Dalton, Pa.	E. E. Rice	do	10.14	20.68					Do.

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			Postal funds.	Postage stamps etc.	Money-order funds	Postal funds	Postage stamps etc.	Money-order funds.	
Damon, Va	M. E. Harris	In transit	$1 00						Dismissed, money recovered.
Do	do	do	1 70						Do.
Dancyville, Tenn	S. N Coppeage	Burglary	28.92		$30 19	$28.92		$26.19	
Danforth, Ill	J. Kremer	do		$371.71			$371.71		
Danville, Kans	A. W Gleason, jr	do			67 10			12.24	
Daykin, Nebr	J. E. Flamm	Fire					97 44		
Dayton, Minn	A. McNeil	Burglary		141 84					Disallowed; negligence of claimant.
Dean Springs, Ark	T. A. Brown	do		15 00					Do.
Decatur, Ga	K. W. Kirkpatrick	do	73.00	50 07	76 21	73 00	50 07	76.21	
Deciiff, Ohio	C C. McMillan	Fire					28.77		
Deer Lick, Ky	W. T. Crafton	Burglary	12.00	3 00					Do.
Defiance, Iowa	W. J. Williams	do	1.35	3.89		1 35	3 89		
Dehaven, Pa	G. F. Waylor	do		14 92			14.92		
Deloit, Nebr	G. C. Maben	Fire				12.80	37 68		
Delphos, Iowa	S. E. Huffman	do				5 60	18.38		
Del Rey, Cal	E. Wilkinson	Robbery	2.95			2.95			
Dern, Ind	J. G Darnal	Burglary		8.96					Do.
Desda, Ky	W. P. Stephenson	Fire		8 31			12 92		
Des Moines, Iowa	L. Schooler	Burglary	11.00	4 25	28 08			28.08	No satisfactory evidence concerning loss of stamps or postal funds.
Devon, Kans	W. H. Harris	do		9 54					Disallowed; negligence of claimant.
Dexter, Ga	W. E. Grubbs	Fire					12 96		
Dickey, N. Dak	C. H. Mack	Burglary	8.00	10.00		8 00	10.00		
Divide, Colo	Geo. W. Sadler	Fire		22.58	10.00		22.53	10.00	
Dixie, Tex	A. E. Dolbow	do		1.25			1.20		
Dixon, Mo	H. P. Sherwin	Burglary	4.04	28.47	3.61	4.04	47.47	3 61	
Dock, Ga	W. D. Woods	Fire					26.09		
Donnelsville, Ohio	J. P. Trumbo	do				25.00	91.37		
Door Creek, Wis	J. C. Rieder	do				.77	9.76		
Dothen, Ala	F. D. Smith	In transit			73.00			73.00	
Douglas, Okla	T. J. Grayham	Burglary	13.54						Do.
Dover, Kans	A. Sage	Fire	8.00		80.00				Do.
Draper, Utah	F. C Mickelson	Burglary		9.43			6.00		
Driggs, Idaho	D. C. Driggs	Fire					8 77		
Drycreek, S. C	W. T. Vanlandingham	Burglary		4.90			.15		Nearly all the property stolen was recovered.
Dublin, Ga	E. E. Stone	do		6.57					Disallowed; negligence of claimant.
Duckers, Ky	E. C. Yeary	do		13.73			13.79		
Duffy, W. Va	J. M. McCutcheon	Fire					20.37		
Dumas, Miss	J. W. P. Holliday	Burglary		39.02			39.02		
Duncan, Ga	A. H. Smith	do	11.65	21.69		11.66	21.68		
Dunkirk, Ind	J. C. Fudge	do		45.76					Do.
Dunstable, Mass	G. Butterfield	do		28.10			28.98		

Durhamville, N. Y.	G. F. Reynolds	do	6.02	7.07					Do.
Dutchtown, Mo.	B. S. Schwab	do		29.69					Do.
Eads, Tenn	L. A. Richmond	Fire		30.00		2.70	41.58		
Eaglecove, Tex	J. W. Miller	Burglary	15.05						Do.
East Bradford, Me	J. N. Marshall	Fire	27.22	70.67		4.48	70.67		
East Cleveland, Ohio	J. Mackay	Burglary	162.12	154.27	150.10				Do.
East Greenville, Ohio	M. E. Waisner	Fire					54.29		
East Hamilton, Tex	R. R. Wiggins	Burglary		2.90			2.84		
East Lyme, Conn	E. L. Beckwith	do	7.73			7.73			
East Masonville, N. Y.	C. H. Beach	Fire				23.84			
East Moriches, N. Y.	E. O. Howell	Burglary	59.52	120.43	8.83	59.31	120.43	8.83	
East Rochester, N. H.	S. T. Sinclair	do	13.61						Do.
East Syracuse, N. Y.	J. L. Kyne	do	116.06	295.73	3.17	116.06	376.33	3.17	
Echo, Miss.	A. Stewart	Fire					20.79		
Echo, W. Va	G. W. Workman	do		11.87			11.87		
Edwardsville, N. Y	E. Crawford	do					5.49		
Egleston, Fla	G. M. Railey	do	2.00	162.00					Disallowed; no satisfactory evidence of loss.
Egypt, N. Y.	J. R. Woolsey	Burglary	6.90	.18	16.14	6.90	.18	16.14	
Ehren, Ala	McC. L. Sanders	Fire					31.05	.36	
Ehrhardt, S. C	J. Ehrhardt	In transit			51.00				Dismissed; money recovered.
Eidenau, Pa	P. Switzel	Burglary		12.45					Disallowed; negligence of claimant.
Elba, Ala	M. E. Roberts	In transit			70.00			70.00	
Do.	do	Burglary		17.50	1.99			1.99	
Eldora, W. Va	C. W. Linn	do	4.00	1.36					Do.
Eldorado, Md.	Z. H. Brinsfield	do		17.29			17.29		
Elizabethton, Tenn.	S. V. Alexander	do	10.00	342.20	11.17	10.00	342.20	11.17	
Elk River, Minn.	J. W. Libby	Fire		7.24			7.24		
Ellenville, N. Y.	L. R. Benedict	Burglary	67.56	801.61	24.51	67.56	801.61	24.51	
Elliott, Mo	W. D. Marshall	do	13.16						Do.
Elm Center, Ohio	L. Koust	Fire		52.00			51.94		
Elmhurst, Pa	L. W. Partridge	Burglary	2.10	73.18	9.64	2.00	72.79	9.64	
El Monte, Cal.	A. Mayes	do	4.20						Do.
Elmwood Park, N. Y.	A. P. Widdrington	Fire		31.71			24.31		
Elon, Ala	D. H. Wooldridge	do					32.83		
Elrod, N. C.	N. McN. Patterson	Burglary	1.40	.95					Do.
Empire City, Kans.	M. Cole	do		20.50					Do.
Emporia, Va.	W. T. Tillar	do	16.70	120.35	13.48	16.70	120.35	13.48	
Encinitas, Cal	T. W. Cozens	do	4.67						Do.
Endicott, Wash	T. H. Logsdon	do	94.09		35.94	93.88		25.94	
Endline, Tenn	S. W. Morey	Fire	21.00	99.02		28.08	73.83		
Enterprise, Miss	W. G. Edwards	Burglary	18.62		24.58	6.62		24.58	
Era, Ark	J. H. Martin	In transit			10.00				Do.
Estelle, Tex	H. Burgoon	Burglary	2.64		34.77			7.40	Greater part of money recovered.
Estelville, N. J	A. E. Bourgeois	Fire		8.35			8.35		
Estey, Mich.	J. W. Holm	Burglary	2.75	70.52		2.75	70.52		
Esto, Ohio	H. Underwood	Fire					42.51		
Eubanks, Ky	R. L. Wilder	Burglary	6.00						Withdrawn; money recovered.
Euclid, Minn	J. S. Chapin	In transit			78.00				Dismissed; money reached destination.
Euharlee, Ga	T. J. Taylor	Fire		46.76			46.76		
Eulia, Tenn.	J. H. Alvis	do		2.75			1.57		
Eulonia, Ga.	G. H. Bacon	do					9.01		
Evans Landing, Ind	J. N. Davis	Burglary		5.45	2.68				Disallowed; no satisfactory evidence of loss.

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Everetts Station, Ga	H E Sanford	Flood					$19 33		
Evergreen, Colo	J D Babcock	Fire		$99.80			99.80		
Evergreen Mills, Va	' E Thompson	do					15.57		
Fairfax, S. C	G S O Neal	do					12 15		
Fairhaven, Vt	I R Allen	Burglary	$22.38	35.82	$2.92	$22.38	35.82	$2.92	
Fairplay, Mo	J P Wakefield	do		38.35			36.85		
Fairport, N. C	J D. Williams	Fire				5.70	10.90		
Fairview, Cal	J. S. Collings	Burglary	3.62	3.09					Disallowed; negligence of claimant.
Falun, Kans	J. A Lackey	do		53.09					Disallowed; no satisfactory evidence of loss.
Fancy Farm, Ky	B F. Pile	In transit	1.52						Dismissed; money recovered.
Fargo, N. Dak	J. J. Hughes	Bank failure	1,531.02		1,104.00			883.20	Allowance is for amount of draft in transit when bank failed.
Fariston, Ky	E. B Jackson	Burglary	4.06			4.04			
Farlington, Kans	D. Barkley	Fire					79.74		
Fayetteville, Tenn	W. A. Pamplin	do		9.08			9.08		
Fielding, Iowa	M. B. McCarthy	do					14.37		
Fifield, Mich	H. N. Hammond	Burglary		85.00			85.00		
Fisk, Mo	K. C. Dodson	Fire	29.96	38.25	.05	29.96	38.25	.05	
Fleeger, Pa	A. F. Fleeger	Burglary		21.18					Disallowed; negligence of claimant.
Flint, Ga	L. A Collins	Fire	6.50		5.50		11.97	5.58	
Do	do	Burglary	7.00	2.00					Do.
Flora, Mo	J. B. Griffith	do	5.83			5.83			
Florence, Ohio	T. E. Arnold	do		43.41			43.41		
Folger, Ohio	J. A. Carpenter	do		11.19			11.19		
Forest Mills, Iowa	W. Werhan	do	2.00	2.00					Do.
Foreston, Minn	E. N. Bacon	do		1.22	2.75		1.22	2.75	
Fortress Monroe, Va	J. B. Kimberly	do	63.18	1,794.46		53.58	1,794.46		
Fort Sill, Okla	W. H. Quinette	In transit	148.02						Dismissed; money recovered.
Fostoria, Iowa	W. W. Hansen	Burglary	13.59	40.79	15.28	13.59	40.79	15.28	
Francis, Fla	J. H Hickenlooper	Fire				1.97	6.05		
Francis Mills Ill	J. M. Bridwell	Burglary	5.56	17.85		5.26	16.85		
Franconia, N. H	H. R. Priest	do	252.73	264.84	12.97	252.73	264.84	12.97	
Frankfort, Tenn	D. I. Dreutzer	Fire		10.19			10.19		
Franklin, Ga	J. B Davis	do		22.61			21.61		
Franklin Corners, Pa	A. J. Nason	Burglary	4.79	6.00		4.79			
Fraziers Bottom, W. Va	R McK. Frazier	Fire					46.03		
Freewater, Oreg	J W. Arnold	do					85.74		
Fremont, Wis	W. E Sherburne	Burglary		81.46			81.46		
Friday Harbor, Wash	J. C Clinton	do	65.00	463.17	225.42	65.00	463.17	225.25	Previously disallowed.
Friend, Nebr	M F. Holland	do	.46	45.53			45.99		
Fruitland, Tenn	S. E. Mitchell	do	4.00						Disallowed; negligence of claimant.
Fry, Ind. T.	R. Stosberg	Fire					27.27		

Galther, Ark	S. H. Crain	Burglary	9.57	11.77					Disallowed; no evidence of loss by burglary.
Galesville, Ill	S. A. Evans	do		50.23					Disallowed; no satisfactory evidence of loss.
Gallaudet, Ind	M. C. Kemper	Fire					9.69		
Galt, Iowa	C. D. Williams	Burglary		154.05			154.05		
Gardnerville, N. C	J. A. Gardner	Fire		2.54			2.54		
Garland, Utah	A. H. Gleason	do				3.75	13.46		
Garretson, S. Dak	W. H. O'Larey	Burglary			42.93			42.93	
Gasport, N. Y	S. G. Barton	do		4.14			4.14		
Geneseo, Ill	E. H. Ash	do	78.60		82.87	78.60		82.87	
Geneva Ga	W. A. Walker	Fire							Do.
Gibbon, Oreg	R. Mathews	Burglary	2.45	2.27		2.45	2.27		
Gibson, N. C	F. B. Gibson	Fire		139.83			32.83		Claim includes damaged stamps.
Gibtown, Tex	A. Cox	In transit			118.00				Dismissed; amount lost refunded by contractor.
Gilboa, Ohio	C. L. Conn	Burglary		152.10			152.10		
Gillette, Wyo	A. J. Spencer	do		3.88					Disallowed; negligence of claimant.
Gillum Ill	W. S. Sturgeon	do		26.10					Do.
Girkin, Ky	A. S. Spalding	do		.30			.30		
Glass, Miss	M. S. Glass	Fire					16.52		
Glendale, W. Va	E. E. Zane	Burglary	4.29	77.80		6.39	77.80		
Glennville, Ga	E. M. Dubberly	Fire				2.00	90.75		
Glenshaw, Pa	F. B. McMillan	Burglary	3.29	60.42					Do.
Glenwood, Minn	W. O. Wallace	do	99.55	10.96	74.25	89.55	10.96	74.25	
Goldenpond, Ky	E. W. Rodes	Fire		6.50			6.50		
Goldrun, Cal	G. Hall	do		157.18			157.18		
Goldthwaite, Tex	A. J. Harrison	do					119.66		
Goodfood, Miss	J. A. Ware	do	6.30	33.54		6.30	33.54		
Gortner, Md	P. P. Gortner	Burglary	10.90	1.47					Do.
Goss, Ga	G. B. Conwell	Fire				2.58	49.64		
Gouldsville, Vt	E. L. Cross	Burglary	14.95	12.35		14.95	12.35		
Grange Store, Ky	E. Justice	Mice		29.18					Dismissed; credit allowed by Third Assistant Postmaster-General.
Grantsville, W. Va	W. T. Keener	In transit			160.00				Dismissed; amount lost recovered.
Gray, Iowa	A. F. Greenwaldt	Burglary	21.57		68.12	21.57		68.12	
Greelyville, S. C	W. H. Campbell	do		22.39					Disallowed; no evidence of burglary.
Do	do	In transit			193.00				Disallowed; no evidence of loss.
Greene, Me	J. M. Sawyer	Burglary	12.43						Disallowed; negligence of claimant.
Greenhill, Ky	R. E. Porter	Fire					10.52		
Greenleafton, Minn	G. A. Nagle	In transit			64.00				Do.
Greensburg, Kans	J. I. Parcel	Burglary	5.73	297.75	16.33	5.73	297.75	16.33	
Greensburg, La	M. C. Wilson	In transit			122.00				Disallowed; failure to remit as instructed.
Green Village, Pa	B. Bollinger	Burglary	11.63	4.03					Disallowed; negligence of claimant.
Greenwood, Nebr	G. W. Clark	do	7.50	314.72		7.50	313.72		
Gresston, Ga	D. M. Buchan	do	.69	6.67					Do.
Groveville, Me	G. B. Hayes	Fire					12.25		
Guernsey, Ind	J. M. Ward	do					33.12		
Gueydan, La	W. O. Pipes	Burglary	94.29		110.38	90.49		111.28	
Gunville, W. Va	C. J. Baker	do		35.12					Do.
Guthrie, Ill	G. von Brethorst	do		15.74			15.74		
Hackley, Mich	G. L. Irwin	Fire		31.48					Disallowed; no satisfactory evidence of loss.
Haffey, Pa	J. L. McMunn	Burglary		25.54			25.54		
Hager City, Wis	O. P. Williams	Fire					33.29		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Haledon, N. J	S. A. Barbour	Burglary	$10.00	$77.66					Disallowed; no evidence of burglary.
Halfmoon, N. Y	G. W. Knights	Fire					$33.61		
Halls Hill, Tenn	T. J. Wright, jr	do		24.66			24.66		
Halls Peak, N. Mex	R. Ortiz	In transit			$10.00				Dismissed; amount lost recovered.
Hallsville, Tex	E. H. Jose	Burglary	2.00	8.59		$4.40	6.19		
Hamburg, N. J	H. W. Edsall	do	22.65	15.49					Disallowed; negligence of claimant.
Hammond, Ill	K. Marstella	do		87.64			87.64		
Hammond, Ind	M. L. Woods, acting	do	20.49	108.50	167.79	26.89	108.50	$167.79	
Hand, S. C	A. J. Todd	Fire							Withdrawn.
Hankins, N. Y	L. L. Borland	In transit	25.00						Dismissed; money recovered.
Hanley, Iowa	W. T. Lee	Fire		48.29			48.29		
Hannon, Mo	A. M. Bicknell	do					98.68		
Henson, Ind. T	E. J. Roberts	Burglary		30.69			30.69		
Harbert, Mich	J. M. Glavin, jr	Fire		3.15			3.15		
Hardeeville, S. C	M. M. Tatem	In transit			53.00				Do.
Hargrave, Kans	J. F. Gunckell	do	1.01						Do.
Harmans, Md	M. A. Warfield	Burglary		39.47					Disallowed; no evidence of burglary.
Harrisburg, Ohio	G. E. McCarty	In transit			50.00			50.00	
Do	do	Burglary	3.87	134.67					Disallowed; negligence of claimant.
Harrison Station, Miss	R. R. Martin	In transit			97.00				Disallowed; failure to remit as instructed.
Harrisville, W. Va	J. M. Barbe	Burglary		251.56			251.56		
Harrods Creek, Ky	L. I. Coleman	do		33.95			33.95		
Hartsburg, Mo	W. H. Strother	do	31.17	22.73	43.12				Disallowed; no satisfactory evidence of loss.
Harvard, Mich	E. Griswold	do		41.66			41.16		
Harvey Mills, Va	J. H. Jennings	Fire		13.18			13.18		
Havana, Kans	T. R. Pittman	Burglary			15.00			15.00	
Haywood, Fla	T. B. Owens	Rats		2.77			2.77		
Hazel Ridge, Tenn	J. Myatt	Burglary	7.15						Disallowed; negligence of claimant.
Helmsville, N. C	T. L. A. Helms	do		34.92			34.12		
Hendrix, Ill	T. R. Bradshaw	do		17.65					Disallowed; no satisfactory evidence of loss
Henry, Ill	J. Kline	do	5.00		70.27				Disallowed; negligence of claimant.
Hephzibah, Ga	R. L. Rhodes	do	213.96	22.29	144.61	213.96	22.29	149.61	
Hibernia, N. Y	O. H. Drew	do		106.18	37.26		99.86	38.21	
Hickory, Mo	W. E. Tate	do		37.88			37.12		
Hicksville, N. Y	J. G. Winckler	do	138.42	761.17	113.27				Do.
Hillsboro, Kans	J. J. Kizler	Fire		304.38			114.03		Amount claimed included damaged stamps credited elsewhere.
Hinsdale, N. H	A. M. Barrows	Burglary	204.99	800.96	49.63	204.99	800.96	49.63	
Hinton, N. C	G. H. Parker	do	3.52			3.52			
Hird, Ind. T	L. C. Lane	do	12.00	30.99	37.36	12.00	30.83	37.36	
Hobbsville, N. C	J. T. Boyce	Fire		18.00					Disallowed; negligence of claimant.
Do	do	do					83.44		

Hogansville, Ga	I. H. Loftin	do		26.42			26.90		
Hollenberg, Kans	J. Y. Wright	do		1.62			1.62		
Holliday, Kans	W. F. Alderson	Burglary	16.87						Do.
Hollyhill, S. C	H. E. Connor	do	8.00		3.11				Do.
Hoodoo, Tenn	H. R. Summers	Fire				3.78	19.65		
Hoosick, N. Y	G. H. Myers	Burglary	105.37	101.67	40.00	104.37	102.67		
Hope, Ohio	T. E. Place	Fire		.72			.72		
Hopewell, N. J	F. F. Holcombe	Burglary		39.40			39.40		
Horatio, Pa	H. C. Winslow	do	.33	11.26		.33	11.26		
Horst, Ohio	C. C. Heyner	Fire		81.84			81.43		
Houghton, Ark	A. G. McGhehey	Burglary	.69	3.40					Do.
Houston, Idaho	E. Easley	Mice		23.75			22.65		
Howards Mill, Ky	G. B. Garrett	Fire					3.25		
Hubbard, Mo	S. T. Summers	do					7.40		
Hudson, Mich	J. M. Scarritt	Burglary	285.51	781.03	97.91	165.51	772.83	97.91	
Humphreys, Mo	J. D. Johnson	In transit	81.46						Do.
Hurdal, Minn	E. Nordby	Fire					38.72		
Hurley, N. Y	C. Du Mond	Burglary	28.34	94.18		28.34	94.18		
Hurley, S. Dak	J. J. Mansfield	do	78.78	133.40	167.46	78.78	133.40	166.83	
Hyattsville, Md	G. Tise	do	161.26	79.45	75.35	161.26	79.45	75.35	
Hyndman, Pa	J. J. Lowery	do	21.34	186.32	20.69	21.34	186.32	20.69	
Iantha, Mo	E. H. Purdy	do			5.78			5.78	
Ibex, Colo	A. E. Myers	Fire				23.94	55.89		
Iconium, Mo	C. R. Steele	do		30.08			30.08		
Imlaystown, N. J	E. H. Ely	Burglary	13.69	47.26					Do.
Industry, Ill	W. H. Wyatt	do			246.00				Do.
Ingalls, Mo	J. M. Martin	do		6.25					Do.
Inman, N. Y	D. M. Roberts	do		57.05					Do.
Ionia, Kans	C. W. Mullin	In transit			5.00			5.00	
Ipswich, S. Dak	A. B. Chubbuck	Fire		22.55			22.55		
Irona, N. Y	N. P. Reynolds	Burglary		46.94					Do.
Ithaca, Wis	C. B. Lunenschloss	do	12.00						Do.
Ittabena, Miss	E. Morris	Fire					203.30		
Jamestown, Kans	J. O. Hanson	Burglary	154.44	109.64	218.39	143.54	33.61	104.39	The greater part of the stolen stamps was recovered.
Jansen, Nebr	J. J. Fast	Fire		27.89			27.89		
Jensen, Utah	G. Billings	Burglary		23.50					Disallowed; negligence of claimant.
Jericho, Ala	L. A. Clinton	do		5.15	.34		5.15	.34	
Jerome, Ariz	F. E. Jordan	Fire		314.08			313.76		
Do	do	do		609.00			609.00		
Jewell, Iowa	G. Knudson	Burglary	8.81	192.41	8.68	30.25	192.41	7.79	
Joaquin, Tex	E. F. Sayers	Fire					7.93		
Johnsons Crossing, Ind	J. W. Johnson	do					13.23		
Josh, Ga	W. E. Jones	do					13.65		
Joy, N. Y	A. F. Andrews	do	2.46	31.41		2.46	31.41		
Junction City, Oreg	A. R. Martin	do		50.89			15.41		
Kansas City, Kans	N. Barnes	do		50.00					Withdrawn; no loss resulted.
Kaufman, Tex	W. R. Ayres	do					117.34		
Keck, Kans	A. A. Keck	do		4.45			4.45		
Keene, Nebr	O. Pearson	Burglary		29.76			29.76		
Kelloggsville, N. Y	W. R. Church	do		43.98			43.90		
Kellyville, Ind. T	J. E. Kelly	Robbery	1.97						Disallowed; no evidence of loss.

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Kennewick, Wash	C. F. Beach	Burglary	$12.95			$12.95			
Kenwood, Mo	J. C. Stoner	do	7.60						Disallowed; negligence of claimant.
Kerby, Mich	J. Leavitt	Fire		$7.90			$7.90		
Killbuck, N. Y	W. W. Pemberton	do				33.10	35.61		
Killian, S. C	T. F. Davis	do	4.55				39.28		
Kilmer, Kans	C. W. Wilson	Burglary	2.75						Do.
Kincaid, Kans	C. W. Sinclair	do	13.00			13.00			
Kings, S. C	B. M. Jones, acting	do		10.36			10.36		
Kingsley, Iowa	L. Conklin	do	13.67	89.31	$25.96	12.44	89.31	$25.96	
Kings Mountain, N. C	J. W. Brown	do			8.00				Do.
Kirkland, Ala	C. W. Massingill	Fire		6.00			6.00		
Kleg, Ala	I. L. Sullivan	do					11.97		
Knappa, Oreg	P. F. Knapp	Burglary	21.01	22.42		21.01	22.42		
Kniveton, Kans	C. F. Brown	do	4.65	24.11		4.65	15.16		
Knox Center, Me	E. J. Stephenson	Fire					14.67		
Knoxville, W. Va	S. W. Keyser	Burglary		15.26					Do.
La Crescent, Minn	E. B. Webster	do	1.32	9 19		1.32	10.51		
LaCrosse, Ark	S. H. Wren	Theft		1.55					Disallowed; not within provisions of statute.
Ladue, Mo	E. L. Fahnestock	Burglary		92.47			87.76		
Lafargeville, N. Y	H. L. Flansburgh	Fire		23.72			23.72		
Lafayette, Ala	W. B. Nichols, jr	In transit			100.00			100.00	
Lake City, S. C	F. B. Baker	Fire				17.66	513.87	82.59	
Lake Geneva, Wis	C. S. French	Burglary	3.34	16.00		3.34	16.00		
Lamanda, Cal	L. E. Jordan	do			152.13				Disallowed; negligence of claimant.
Lamar, Kans	E. Wines	do		103.84					Do.
Lambert, Ga	F. C. Miller	In transit			14.00				Dismissed; money recovered.
Lamont, Kans	A. B. Wood, acting	Burglary	7.00	45.83		7.00	45.83		
Lamy, N. Mex	J. Pflueger	Fire				48.51	28.25		
Lancaster, Va	H. S. Gresham	do	2.20	139.69	47.00	2.20	139.69	43.26	
Lane, Idaho	P. L. Zimmerman	Burglary	27.00	74.60		4.40	73.60		
Lanes Bottom, W. Va	C. A. Droddy	do		56.98			55.83		
Lanesville, La	W. P. Tharpe	do		7 82					Disallowed; no satisfactory evidence of loss.
Langlois, Oreg	F. M. Langlois	In transit			343.00			343.00	
Langston, La	R. Langston	Fire					76.15		
Lansdale, Pa	W. L. Diehl	Burglary	8.00	165.75	4.90	8.00	165.75	4.90	
Lantana, Tenn	W. L. Flynn	In transit	9.00						Dismissed; money recovered.
Laplace, La	C. Laplace	Fire		15.90			48.54		
Laporte, Pa	C. L. Wing	Burglary	12.08	19 11	15.77	12.08	19.11	15.77	
Larue, Ohio	W. L. Marsh	do	20.70	71.52	60.00				Disallowed; negligence of claimant.
Latham, Kans	T. K. Settle	do	8.00						Disallowed; the loss was of personal funds.
Do	do	do	2.00	11.63		2.00	31.48		
Laurel, Iowa	J. R. McBroom	do	11.94	101.70		11.94	101.70		

Lawrenceburg, Ky	T. N. Edwards	Fire		25.24			25.24		
Lawrenceburg, Tenn	J. B. Schade	do		4.27			4.27		
Leading Creek, W. Va	J. F. Stockert	do		3.38			3.38		
Leetonia, Pa	J. L. Snyder	Burglary	11.14	185.62	45.97				Disallowed; negligence of claimant.
Lehigh, Iowa	H. W. Ross	do	96.93		27.26			27.26	No satisfactory evidence concerning loss of postal funds.
Leighton, Iowa	L. S. Walker	do	85.70	135.65	68.25	85.70	135.65	68.25	
Leipsic, Ohio	H. S. Enck	do	124.02	665.00	59.42	33.22	665.00	59.42	
Leitchfield, Ky	D. O'Riley	Fire		55.00			59.29		
Lenoir, N. C	M. N. Harshaw	Burglary		62.00					Disallowed; negligence of claimant.
Leota, Minn	J. Ten-Cate	Fire					62.76		
Lester, Ark	L. Bratt	do		29.38			29.38		
Lettergap, W. Va	A. S. Westfall	do	10.00				7.87		
Levick Mill, Mo	G. G. Levick	do					4.76		
Lewisburg, Ohio	G. C. Grushon	Burglary	11.62	82.13	9.24	18.91	70.87	9.24	
Lexington, Ga	M. V. Willingham	do			16.00				Do.
Lexington, Tenn	J. L. Murray	Fire		402.56			50.82		Amount claimed included damaged stamps credited elsewhere.
Lexington, Tex	J. L. Ephraim	Burglary	19.88		54.27	20.02		54.27	
Lifsey, Ga	J. C. Lifsey	do		16.73			5.25		
Lilley, Ark	P. Agee	do	3.00	7.09		1.81	5.66		
Lindley, Mo	S. Oren	Fire		3.60			3.60		
Link, Tenn	B. Holden	do					35.83		
Linoleumville, N. Y	P. E. Decker	Burglary		6.46			5.60		
Little Marsh, Pa	D. E. Cooper	Fire							Disallowed; no satisfactory evidence of loss.
Little Osage, Mo	M. L. Greenlee	do					2.20		
Little Springs, Miss	C. F. Cain	In transit	6.36						Dismissed; money recovered.
Livingston, Ark	A. Jeffery, sr	Fire					69.52		
Lochinvar, Ark	J. Allen	Fire		12.50			12.50		
Lock 53, Md	S. Summers	Burglary		5.67					Disallowed; no satisfactory evidence of loss.
Lockhart, S. C	C. D. Farrar	do		50.22					Disallowed; negligence of claimant.
Lodebar, Va	G. W. Martin	do					30.76		
Lodi, Ohio	H. C. Turner	Burglary	30.51	15.14	4.26	30.51	15.14	4.26	
Logan, Kans	T. Dye	do		67.42			67.42		
Loleta, Cal	R. O. Dickson	In transit			108.00			108.00	
Lollie, Ark	J. E. Little	Burglary	6.70						Disallowed; loss due to embezzlement of clerk.
London, Ky	J. M. Young	do	126.45	490.00	84.67	126.50	471.61	84.67	
Lonejack, Mo	M. S. Bennett	In transit			42.00				Dismissed; money recovered.
Lonetree, Minn	L. A. Gilbert	Fire		.10			.10		
Lonetree, Wyo	H. J. Gregory	do				3.10	23.55		
Long Meadow, Mass	C. S. Allen	Burglary		151.90			151.90		
Loogootee, Ind	H. Wood	Fire					188.18		
Lott, Tex	D. J. Barnes	Burglary	107.60	175.28	114.00	110.60	172.28	65.16	
Loudon, Tenn	R. B. Robinson	do	1.98	260.41		1.98	260.41		
Loudsville, Ga	J. L. Jarrard	do	4.00						Disallowed; negligence of claimant.
Louisburg, Mo	D. M. Gammon	do	11.98			11.98			
Louisville, Ill	R. C. Pierson	do	244.14	345.86	91.09	244.14	345.86	91.09	
Louisville, Tenn	J. T. Cummins	do	3.00	2.03		3.00	2.03		
Lowell, Wis	F. C. Weidman	do	13.49	98.74	19.20	13.49	98.74	19.20	
Lowmoor, Va	T. Rowan	do	52.72	.58	6.58	52.72	.58	6.58	
Lowry, Ga	J. H. Spurlin	Fire					.63		
Lowryville, S. C	A. D. Darby, jr	Burglary	14.85			14.85			

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Ludell, Kans	W. H. Dimmick	Fire			$60.00		$79.18		
Luke, Md	W. A. Reed	Burglary		$5.85			5.85		
Lunenburg, Vt	E. A. Barnard	do	$6.66	3.67		$6.66	3.67		
Luverne, Ala	J. W. McNeill	Fire	4.23	52.92	140.00				Disallowed; no satisfactory evidence of loss.
Lynn, Ind	T. M. Nichols	Burglary		28.42	4.78		28.42	$4.78	
Lyon, W. Va	J. A. McIntire	Fire					32.19		
McColl, S. C	L. McLaurin	do		13.02			13.02		
McCord, Ga	J. B. Hawes	do					8.39		
Macedon, N. Y	C. H. Parker	Burglary	15.42		22.92	15.42	5.45	22.92	
McElhany, Mo	D. Mendell	Fire	.33	9.41		.33	8.70		
McGraw, N. Y	B. T. Burlingham	Burglary	9.91	623.62	46.46	9.91	623.62	46.46	
McHugh, Minn	E. Herzog	Fire					23.50		
McKean, Pa	C. J. Mankel	Burglary		19.00					Disallowed; negligence of claimant.
McKinley, Va	J. P. Daniel	Fire				10.08	13.94		
McRae, Ga	A. S. J. McRae	Burglary	4.82	2.24					Do.
Madbury, N. H	J. Demeritt	do		17.33			14.33		
Madisonville, Mo	W. H. Inlow	Fire					16.60		
Madrid, N. Y	M. A. McCall	Burglary	.93	4.02					Do.
Madrid, Va	S. M. Davis	do		28.72			28.72		
Mahaffey, Pa	B. Gellatley	do	3.79	429.57		1.29	432.07		
Mahanoy City, Pa	F. F. Reed	do		20.00					Do.
Major, Tenn	H. B. Bond	Fire		18.66			18.66		
Malesus, Tenn	J. T. Scott	In transit	6.71						Dismissed; money recovered.
Manheim, Pa	C. J. Reiff	Burglary		35.60			35.60		
Mansfield, La	W. B. Taylor	do	74.00		40.96	74.00		90.96	
Mansfield, Tex	R. A. Gaulden	Fire	2.00				184.23		
Manson, Ark	H. W. Bell	Burglary	8.87						Disallowed; negligence of claimant.
Mantapike, Va	M. Gresham	Fire		1.50			1.50		
Maples, Mo	S. C. Maples	Burglary		6.25			3.38		
Marcus, Iowa	F. A. Lewis	do	5.85	22.78					Do.
Margaret, Miss	D. P. Weston	Fire				1.64	34.57		
Marion, Ark	W. E. Raulston	Burglary	46.00	34.00					Disallowed; no satisfactory evidence of loss.
Marion, Va	G. W. Wright	Unknown		12.75					Do.
Marionville, Mo	I. D. McCullah	Burglary		22.75			17.23		
Marne, Iowa	J. S. Huhn	Fire		21.09			21.09		
Mary, Ky	I. W. Montgomery	Burglary		38.50					Do.
Do	M. F. Montgomery	Fire							Do.
Do	I. N. Hammond	Burglary		142.90					Do.
Marysville, Tex	R. A. Mansfield	In transit			114.00				Dismissed; amount lost recovered.
Massey, Tex	J. R. Greer	Fire					74.34		
Massillon, Ohio	F. R. Shepley	Burglary	3.50	151.58		3.50	151.58		
Mattituck, N. Y	H. P. Tuthill	do	3.75	37.82	65.26	3.75	37.82	65.26	

Maxdale, Tex	S. K. Story	Mice		4.70			15.50		
Maxton, N. C	W. J. Currie	Burglary	38.55	208.91	61.88	38.55	208.91	53.88	
Mayo, Ky	W. J. Roark	Fire					19.25		
Melbourne, Mo	E. J. Bear	Burglary		52.63			52.63		
Mellrue, Wis	E. A. Schmidt	Fire		38.27			38.27		
Melvin, Ill	J. S. Thompson	do		6.20			6.00		
Memphis, N. Y	W. W. Suits	In transit	.60			.60			
Mermill, Ohio	J. A. Todd	Burglary		68.95			68.85		
Mesa, Ariz	W. S. Johnson	do	240.81	407.50	101.03	241.33	407.98	101.03	
Miami, Fla	J. S. Warner	do	452.66		689.35				Disallowed; negligence of claimant.
Michigan Bluff, Cal	J. A. Van Eman	In transit			73.00				Dismissed; money recovered.
Middleburg, Nebr	W. J. Peake	do	7.86						Do.
Middleburg, Pa	G. E. Hassinger	Burglary	8.86	31.15	55.59	8.96	31.15	55.59	
Middle Saluda, S. C	C. G. Drake	Fire					16.38		
Middletown, Del	J. W. Jolls	Burglary	27.66	112.35	.54	27.66	112.35	.54	
Midway, Pa	S. Williamson	Fire							Disallowed; no evidence of loss.
Miles Station, Ill	J. R. Simmons	Burglary		2.96					Do.
Mill City, Nev	H. J. Humphreys	Fire					42.06		
Milner, Ark	J. W. Craig	do					8.37		
Minatare, Nebr	S. D. Cox	Burglary			30.00				Disallowed; no evidence of burglary.
Minden City, Mich	F. O. Hetfield	Fire					37.75		
Mineola, N. Y	W. McCarthy	Burglary		22.45			24.93		
Mitchell, Ind	J. W. Dale	do	9.19	494.55		9.19	494.55		
Mitchell, S. C	J. C. Mitchell	Fire					33.03		
Monroe, N. Y	C. T. Knight	Burglary	156.92		13.12	156.92		13.12	
Montana Mines, W. Va	G. G. Michael	Fire		45.67			45.67		
Monteeristo, Wash	J. McDevitt	In transit	23.16			23.16			
Monterey, Ind	W. E. Kelsey	Burglary		33.75					Disallowed; negligence of claimant.
Montgomery, Ind	D. L. Weimer	do	7.57		61.29	7.57		61.29	
Mount Ida, Kans	A. J. Paden	do		3.05					Do.
Montrose, Ga	J. M. Scarborough	Fire	2.00	12.00			5.93		
Montrose, Iowa	J. B. Kennedy	do	2.50	35.24			35.24		
Moorefield, Ark	R. Morris	do					38.89		
Morgan, Minn	W. E. Kimman	Burglary	106.84	2.32	49.02				Do.
Morgan Park, Ill	R. B. Stephenson	do	656.73	1,417.63	131.76	656.73	1,417.53	131.76	
Morrellton, Mo	W. R. Marvin	do		30.35			30.35		
Morris Run, Pa	L. Nearing	do		65.70	29.49		65.70	29.49	
Moseley, S. C	J. T. Barnes	Fire	1.00	15.38		1.00	15.38		
Mosk, Ohio	M. A. Kannal	Burglary		17.60					Do.
Mountaingrove, Mo	W. C. Ellis	Fire		100.23			100.23		
Mount Airy, Md	W. R. Rudy	Burglary	2.50	42.29					Do.
Mount Hamill, Iowa	T. Waterhouse	Fire					81.74		
Mount Holly Springs, Pa	J. E. Mundorf	Burglary	2.84	319.82	4.66	2.84	319.82	4.66	
Mount Iron, Minn	C. M. Taylor	In transit	41.64			41.64			
Mount Lebanon, La	L. H. Moreland	Fire					119.40		
Mount Olive, N. C	A. A. Smith	do		42.05			52.64		
Mount Pleasant, Del	W. J. Eliason	Burglary		18.87			18.87		
Mount Pleasant, Pa	J. R. Zuck	do		20.28	6.56		20.28	6.56	
Mount Pleasant, Utah	J. N. Erickson	Fire		82.68			80.88		
Mount Vernon, Ky	E. Baker	do		66.02			69.63		
Mount Zion, Ohio	J. H. Larrick	Burglary		41.17					Do.
Mulberry, Ark	S. P. Jackson	do	16.42		12.58	16.42		12.61	

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Mulvane, Kans	C. Hodgson	Fire		$26.00			$21.00		
Mungen, Ohio	J. F. Weissinger	do					13.01		
Murfreesboro, N. C	R. C. Benthall	Burglary	$52.87	110.03	$48.72	$14.87	110.03	$48.72	Disallowed; no satisfactory evidence of loss.
Murphy, Tex	J. T. Murphy	do	46.55						
Murrinsville, Pa	J. H. Gormley	do	5.00	35.57					Do.
Napoleon, Ga	C. Lance	Fire				11.22	27.10		
Napoleon, Ohio	T. C. Clewell	Burglary	327.80	421.95	209.66	327.80	406.95	209.66	
Nathalia, Va	L. L. Terry	do	5.41						Disallowed; negligence of claimant.
Neals Landing, Fla	G. C. Horn	Fire	24.00	22.56			19.95		
Neita, La	R. A. Gordon	do					8.98		
New Boston, Tex	R. B. Harrison	Burglary	187.41	225.66	4.59	187.41	225.18	3.59	
New Buffalo, Mich	C. C. Hodges	do		2.79			2.79		
Newburg, W. Va	I. A. Jackson	do	94.95	112.52	10.23	94.95	111.04	10.23	
New Granada, Pa	D. K. McClain	do	9.02		28.69	9.02		27.89	
New Hope, Miss	G. D. McKellar	Fire					6.00		
New Lebanon, N. Y	A. H. Peabody	Burglary		31.87			31.57		
Newman, Ill	W. Heeb	do	31.55		109.71	31.55		109.71	
New Pittsburg, Ind	H. J. Lawrence	In transit			78.00				Dismissed; money recovered.
Newport, Iowa	G. S. Marshall	Burglary	3.40	46.90			46.90		
Newport, Minn	H. A. Durand	do	.34	2.26		.12	.69		
Newport Beach, Cal	E. D. Atwood	do	15.05	54.27	44.92	9.44	53.67	26.48	
Newry, S C	C. Courtenay	do	50.20						Disallowed; no evidence of burglary.
Do	do	do	1.19	1.84		1.19	1.84		
New Ulm, Minn	J. H. Weddendorf	do	32.80	712.35	132.13	32.80	41.50	102.07	The greater part of the property stolen was recovered.
Newville, Ala	M. Harris	do		14.24			14.25		
Newville, Ind	O. D. Inhofe	do		112.47			113.57		
New York, N. Y	C. Van Cott	do	93.00			48.00			
Do	do	Larceny			928.02			928.02	
Neylandville, Tex	B. F. Brown	Burglary		14.44					Disallowed; negligence of claimant.
Nicily, Ga	T. J. Smith	do					7.56		
Noeton, Tenn	H. H. Perrow	do	8.00	32.70		8.00	32.70		
Nolin, Ky	D. A. Terry	Burglary	52.60		5.84	52.60		5.84	
Norman, Ala	D. Watson	do	1.35			1.25			
Norristown, Pa	H. M. Brownback	Larceny	99.39			99.39			
Northbranch, Kans	J. W. Beeman	Burglary	84.82		141.74	84.82		141.24	
North Easton, Mass	J. E. Blake	do	71.21	734.20	101.79	71.21	746.18	101.79	
Northen, Ga	W. N. Coleman	Fire					10.76		
Northport, Wash	W. D. Todd	do		15.00			15.00		
North Ridgeville, Ohio	G. Robinson	Burglary	2.00	76.37			76.37		
North Salem, N. H	L. W. Taylor	Fire	2.75			2.75			
North Stockholm, N. Y	M. R. Knapp	Burglary		53.92					Do.

Northview, Mo	R. J. Pamplin	do		39.44					Do.
Norton, Kans	F. M. Lockard	do	25.00						Do.
Norway, Oreg	S. J. McCloskey	In transit	18.80			18.80			
Norwood, Tex	E. P. Norwood	Fire					21.70		
Nuttallburg, W. Va	J. L. Ryan	Burglary	5.56	25.41	5.24	5.56	25.56	5.24	
Oakland, N. J	W. C. Stout	do		42.90					Disallowed; no evidence of burglary.
Oakland, Wis	C. Krippner	Fire		55.93			55.93		
Oakland City, Ind	G. E. Burbank	Burglary	110.95	191.54	40.66	110.95	191.54	40.66	
Oakley, Iowa	L. Riebel, Jr	Fire		82.47			82.47		
Oakridge Station, Pa	J. Mohney	do		22.94			41.14		
Oakshade, Ga	E. J. Donaldson	do					44.84		
Oilfield, Ill	R. C. Eckard	do		11.10			11.45		
Okahumpka, Fla	H. B. Marsh	Burglary	1.02	2.29	.12	1.02	2.29	.12	
O Leary, Iowa	J. S. Hoyt	Fire				4.48	4.17		
Onondaga, Mich	W. E. Wilcox	Burglary	85.80	132.07	15.61	85.81	132.07	15.61	
Ooltewah, Tenn	E. E. Clingan	In transit	.70						Dismissed; money recovered.
Oran, Mo	J. D. Gillespie	Burglary	8.00	4.00					Disallowed; negligence of claimant.
Orbisonia, Pa	T. M. Kelly	do	20.00	175.47	1.92	20.00	175.47	1.92	
Ortonville, Mich	W. Marrin	do		2.70					Do.
Osceola, Iowa	M. Sheridan	do	21.64		29.60	21.64		29.60	
Osceola, Ky	A. E. Hamilton	Fire		1.00					Disallowed; no evidence of loss.
Osceola, Okla	A. C. Parmenter	Burglary		7.95					Withdrawn.
Oshkosh, Nebr	A. Sudman	Robbery	23.85		32.70	23.85		32.70	
Oslo, Wis	S. T. Stephenson	Burglary		31.10			31.10		
Osterdock, Iowa	E. A. Bush	Fire					36.57		
Ousley, Ga	C. D. Carroll	do	3.00	10.35			10.35		
Overton, Nebr	J. C. Chamberlin	Burglary	32.51		5.59				Disallowed; negligence of claimant.
Oxford Junction, Iowa	J. H. Lothrop	Fire	3.07	102.74	11.82	3.07	102.74	11.99	
Pacific Beach, Cal	W. F. Ludington	Burglary	9.12		10.90			10.90	
Palmyra, Mich	W. H. Rogers	do		140.00					Do.
Pant, N C	C. M. Noland	Fire					22.18		
Park, Ala	D. G Adkinson	do		28.00			24.57		
Parler, S. C	C. C. Williams	do		15.68			15.68		
Passo, Mo	O. Martin	do					9 72		
Pastoria, Va	J. T. Byrd	do					15.35		
Patterson, Ga	O. W. Walker	Burglary	11.60	10.78					Do.
Peerless, Tex	S. W. Griffith	Fire					3.67		
Pelham, N. C	J. O. Fitzgerald	Burglary	19.50	26.08		19.50	26.08		
Pembina, N. Dak	E. K. Cavileer	Fire		6.00			6.00		
Penfield, Ohio	J. M. Starr	Burglary	21.71	48.85	10.20				Do.
Perkinsville, Miss	J. A. Hull	Fire					49.49		
Peru, Kans	R. I. Hillman	Burglary	21.77		38.10	21.77		38.10	
Perryque, Mo	J. A Vermazen	do		1.40			1.40		
Pettysville, Ind	F. K. Baber	Fire		4.02			3.91		
Philomath, Oreg	S. L. Keegel	do		40.58			40.58		
Pierce, Nebr	A. L. Brande	Burglary		73.65			73.65		
Pinckney, Tex	P. J. Waldrep	Rats		1.50			1.50		
Pineville, Fla	N. H. Summers	Fire		75.00					Disallowed; no evidence of loss.
Pinewood, Tenn	T. H. Graham	Burglary	59.55		.98	59.55		.98	
Pinkhamton, Colo	D. Hendrickson	In transit	10.00						Disallowed; loss did not occur "in transit."
Pitts Point, Ky	L Howlett	Fire				10.00	35.97		
Placerita, Ariz	C J. Schaar	Burglary	3.09	79.90					Disallowed; negligence of claimant.

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Plain, Ohio	C. W. Lassiter	Fire					$18.79		
Plainfield, Ark	W. D. Green	Burglary	$17.95			$17.95			
Planchette, La	M. E. Phillips	do	24.73						Disallowed; negligence of claimant.
Plankinton, S. Dak	J. Rogers	do	87.68	$671.03	$112.64	87.68	671.03	$112.64	
Plato, Ind	O. F. Gage	Fire					33.71		
Pleasant Hill, Miss	J. C. Williamson	Burglary	5.78	.28		5.78	.28		
Pleasant Mills, Ind	A. J. Wood	Fire		7.40			7.40		
Pleasant Run, N. J	E. Lowe	Burglary		58.03					Do.
Plymouth, N. C	E. W. Fagan	do		247.61	37.90		247.61	37.90	
Point, S. C	E. D. Thompson	Fire					10.50		
Ponce de Leon, Mo	G. E. Curtis	Burglary	1.52	45.10		1.52	45.10		
Ponders, Ark	E. Sams	do		24.74					Do.
Potterbrook, Pa	W. C. Kendall	do			46.69			46.69	
Powder Springs, Ga	K. B. Smith	In transit			57.00				Dismissed; money recovered.
Powellville, Ga	J. M. R. Coggin	Fire		15.60					Disallowed; no evidence of loss.
Powelton, Pa	R. A. Jackson	do					23.22		
Prairiehill, Tex	C. H. Buttolph	do		88.42			76.25		
Prairieville, Ill	S. S. Royer	do					60.52		
Prathersville, Mo	L. E. Pettus	do							Do.
Pregnalls, S. C	C. C. P. Shuler	do					43.51		
Pulcifer, Wis	F. Poppe	do	6.50	17.19		6.50	17.19		
Queen City, Tex	W. C. Powell	Burglary	56.10	91.44	133.81	56.10	91.44	133.81	
Quiet Dell, W. Va	J. N. Cottrill	do		72.40					Disallowed; negligence of claimant.
Rader, Mo	A. Rader	Fire					24.64		
Radnor, Ohio	G. T. Wolfley	Burglary		37.01					Do.
Ragan, Ala	T. M. Hightower	Fire					35.75		
Raines, Va	D. D. Price	Burglary	10.78						Do.
Ramseur, N. C	G. M. Kimrey	do		91.57			91.57		
Randall, Iowa	J. Clausen	do	8.94	41.33	7.58	8.94	41.33	7.58	
Randall, Kans	J. A. Carroll	In transit			99.00				Disallowed; failure to remit as instructed.
Randolph, Utah	R. McKinnon	Burglary			142.70			18.70	Remainder of amount claimed should have been deposited.
Ransom, Pa	G. C. Ace	do		.52					Disallowed; negligence of claimant.
Rantowles, S. C	H. W. Beach	Fire		1.50			1.33		
Rathdrum, Idaho	J. F. Yost	Burglary	140.74	56.59	20.13	113.49	56.59	18.28	
Raymond, Kans	A. H. Bressler	do	10.00						Disallowed; no satisfactory evidence of loss.
Do	do	do	17.78			17.78			
Reader, Ill	A. H. Fletcher	do	.68	23.40			26.40		
Readsville, Mo	J. F. Thomas	Fire	8.00				23.04		
Reagan, Tex	T. B. Higgins	Burglary	22.75	45.74	7.50	22.75	45.74	6.49	
Recknor, La	H. V. Smith	Fire					39.16		
Redfield, Kans	L. B. Welch	In transit			105.00			105.00	

Reeds, Minn	J. Anderson	Fire	.12	1.85			2.24		
Reese, Md	V. Reese	do		2.19			2.19		
Reid, W. Va	A. M. Harper	Burglary		16.23			16.23		
Reinhardt, Tex	E. H. Ueckert	do	7.00						Disallowed; negligence of claimant.
Reising, Pa	D. C. Stevenson	Fire		9.31					Disallowed; no evidence of loss.
Rensselaer, Mo	J. C. West	do	10.27			10.27			
Retreat, Ga	R. P. Williams	Cyclone		8.13			8.13		
Riceville, Pa	V. L. Greeley	Burglary	3.08	6.00		3.08	6.00		
Richardsons Creek, N. C.	M. B. Simpson	Fire					15.70		
Richburg, Miss	C. W. Rich	Burglary	4.50			4.50			
Richford, Vt	O. McGregor	do	17.56	90.44	7.93	17.56	90.44	7.93	
Do	do	do		473.54			473.54		
Richland, Mich	M. D. Read	do		50.00			50.00		
Richland, Nebr	A. B. Cady	Fire		28.10			30.46		
Richmond Corner, Me	B. R. Temple	Burglary		27.57					Disallowed; negligence of claimant.
Richpond, Ky	H. Heckman	do	7.00	43.16			43.16		
Rich Square, N. C	W. H. Roberts	do		10.00	6.46		10.00	3.46	
Rickreall, Oreg	F. Gibson	do	10.59			10.69			
Ridgeway, S. C	J. C. P. Williams	Larceny		100.00					Disallowed; no evidence of loss.
Ridley, Ga	P. S. Ridley	In transit	16.32						Dismissed; money recovered.
Riggs, Iowa	G. G. Holcomb	Fire					8.28		
Rio Grande, Tex	C. Tijerina	In transit			103.00			103.00	
Rising City, Nebr	A. Roberts	Burglary	57.11	217.04		57.11	217.04		
Rising Fawn, Ga	M. O. White	do	2.50	32.13					Disallowed; negligence of claimant.
Rising Sun, Ill	G. G. Hertter	do	4.09	30.44		4.09	30.44		
Risley, N. J	D. Bennett	Fire		26.82			26.82		
Riverton, Oreg	E. B. Price	In transit	50.34						Disallowed; failure to remit as instructed.
Robe, Wash	D. L. Cady	Fire					50.93		
Robions, Va	C. A. Smith	Burglary	1.25	2.52					Disallowed; negligence of claimant.
Rockdale Mills, Mass	E. F. Barnes	do		32.86					Disallowed; no evidence of loss.
Rockford, Iowa	D. G. Campbell	do	210.55	137.04	130.00	210.55	137.04	130.00	
Rockford, Tenn	S. G. Henry	do	10.59						Disallowed; negligence of claimant.
Rockville, Idaho	J. Azevedo	Fire		154.03		18.50	135.86		
Rogers, Ohio	G. H. Huston	Burglary	46.62	139.08		46.62	139.08		
Rohnerville, Cal	E. B. Loring	In transit			214.00			214.00	
Rollings, Ky	P. Dever	Fire					11.39		
Roma, Tex	M. Ramirez	In transit	21.05						Disallowed; failure to remit as instructed.
Do	do	do			45.00			45.00	
Rome, Mo	W. T. Little	Burglary	3.10	9.00					Disallowed; negligence of claimant.
Rootstown, Ohio	M. L. Stahl	do	16.20	99.55		16.20	99.55		
Roscoe, Iowa	J. L. Jones	do		38.99					Do.
Roselle, N. J	T. C. Starr	do		84.47			88.25		
Roulette, Pa	I. L. Fessenden	do	1.60	160.88		1.60	160.88		
Round Timber, Tex	W. F. Hodnet	do		115.57					Do.
Roxie, Miss	J. Q. Graves	do	45.05			38.90			
Royersford, Pa	A. Eppehelmer	do	8.92	225.69	9.54	8.92	189.31	9.54	
Rue, Ohio	F. R. Coe	do		38.00					Do.
Rumney, N. H	H. B. Stevens	do	31.36	56.23	36.71	30.90	58.06	36.71	
Rural, Fla	A. T. Alexander	Fire	.10	10.18		.29	9.99		
Rural Grove, N. Y	M. H. Allen	do		17.86			17.86		
Rush Springs, Ind. T	T. Davis	In transit	36.23						Disallowed; no evidence of remittance.
Ruston, La	L. S. Flournoy	do			50.00			50.00	

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Ryno, Mich	J. Mitchell	Fire	$3.06			$4.66	$39.85		
St. Magdalene, Ind	P. J. Lehnert	do				5.00	18.68		
St. Petersburg, Pa	E. H. Bissell	Burglary	19.61	$195.00	$25.40	19.63	194.98	$24.75	
Sabine Pass, Tex	M. Stewart	do		8.72			8.72		
Sacramento, Ill	W. L. Nikisch	Larceny		25.00					Disallowed; negligence of claimant.
Salem, Va	W. L. Brand	Burglary	5.27	5.89					Do.
Saline, Mo	B. E. Collins	Fire					23.90		
Sallacoa, Ga	C. F. Cochran	do					15.95		
Salley, Ga	J. H. Carter	do				.52	12.18		
Saltair, Ohio	M. M. Fee	Burglary	5.87						Do.
Sand Mountain, Ala	J. C. Crump	Fire					37.12		
Sandycreek, N. Y	J. R. Allen	do	2.00	47.72			47.72		
Sandyridge, Ala	J. T. King	do					12.49		
Sandy River, Va	J. T. Hundley	do					19.54		
San Simon, Ariz	T. R. Brandt	Robbery	51.71		28.82	51.71		28.82	
Santafe, Ky	J. H. Jett	In transit	3.41						Dismissed; money recovered.
Sanville, Va	A. A. Cox	Fire				2.09	47.02		
Sardis, Ala	G. W. L. Ellis	do				2.20	35.76		
Saxman, Kans	J. Bieger	Burglary	3.12						Disallowed; negligence of claimant.
Saxton, Mo	G. W. Swafford	Fire					6.76		
Scarboro, N. Y	T. Neide	do					199.30		
School, Mo	L. B. Wright	Burglary	8.75	45.00		8.26	45.49		
Schumm, Ohio	H. M. Schumm	do		10.02			10.02		
Secor, Ill	L. E. Williams	do		20.74					Dismissed; stolen stamps recovered.
Security, La	D. Livingston	Fire		2.86			2.86		
Seed, Ga	C. T. Willbanks	do		8.00			3.00		
Seigel, Iowa	G. W. Pierce	do		12.40			12.40		
Shadydale, Ga	T. R. Bonner	do		2.99			2.99		
Shadygrove, Iowa	W. C. Kenney	do					7.00		
Sharpe, Kans	C. F. Parmely	Burglary		27.53					Disallowed; negligence of claimant.
Shawnee, Okla	F. P. Stearns	In transit	50.00						Disallowed; failure to remit as instructed.
Shawneetown, Ill	M. Wiseheart	Flood		101.14			101.14		
Shelby Springs, Ala	M. M. Pond	Burglary		31.79			37.79		
Sheldon, Cal	C. A. Schirmer	Fire					4.02		
Sheldon Springs, Vt	W. W. Macia	do		9.16			10.22		
Shellman, Ga	S. J. Anthony	Burglary	1.00						Disallowed; no satisfactory evidence of loss.
Shenandoah, Va	W. T. Miller	do	48.34	504.22	24.75	47.04	504.22	18.90	
Shibley, Ark	L. Appleby	do	22.73	33.50					Disallowed; negligence of claimant.
Shideler, Ind	W. H. Main	do	3.86		26.13				Do.
Shields, Mont	M. E. Thomas	Fire		44.87			20.10		
Shinnsville, N. C	J. C. Shinn	do					17.28		
Shongo, N. Y	A. A. Elliott	Burglary		.91					Do.

Shortsville, N. Y	H. L. Knapp	do	110.58	507.96	86.47	110.58	507.96	86.47	
Shrewsbury, Mo	F. H. Wasem	do	.50	8.34		.50	8.34		
Do	do	do	.80	1.83		.80	1.83		
Silver Run, Md	E. G. Eckard	Fire					80.42		
Simcoe, Mo	G. S. Hurlburt	Burglary	5.49	1.96					Do.
Sipe Springs, Tex	W. Wagner	Fire		50.92			50.44		
Sites, Cal	W. A. Kruger	do		5.00			5.00		
Skagway, Alaska	W. B. Sampson	do		207.97			106.61		
Skidmore, Tex	J. M. Kichler	Burglary	12.07		48.30	12.07		48.30	
Smithfield, Tex	T. M. Garrette	do	1.30	3.28	51.26	1.30	3.28	.26	
Smithland, Iowa	G. E. Prichard	do	113.68	175.44	41.20	113.68	175.44	41.20	
Sni Mills, Mo	J. H. Parr	Fire					8.13		
Sodus Center, N. Y	C. J. Andrews	Burglary		19.37			19.37		
South Bosque, Tex	G. H. Hannah	Burglary	4.66	11.15					Do.
South Cambridge, N. Y	C. Dodds	do	16.88						Do.
South Holland, Ill	P. De Young	do		27.26					Do.
South Manchester, Conn	R. M. Rood	Fire					315.71		
South Ryegate, Vt	M. J. Hall	do					88.09		
Spartansburg, Pa	J. H. Wright	do	12.50	256.98			15.92		Claim included damaged stamps credited elsewhere.
Spence, Ark	T. J. Hallowell	Burglary	5.00						Disallowed; no evidence of loss.
Sperry, Iowa	H. H. Riepe	do		7.54					Disallowed; negligence of claimant.
Sprague ville, N. Y	A. H. Johnson	Burglary		3.92			3.92		
Spring City, Pa	J. F. Leidy	do		56.00	87.94				Do.
Springfield, Colo	C. M. Hays	do		63.87	66.76		63.97	66.76	
Springhill, N. C	W. S. Biggs	do		4.62			4.06		
Springhope, N. C	M. Brantley	Fire		56.00			32.05		
Springvalley, N. Y	D. C. Inglis	Burglary	60.52	617.13	35.48	45.23	616.44	35.48	
Standish, Mo	T. M. Brandom	do	34.72			34.72			
Stanwood, Iowa	J. B. Wilson	do	51.28	287.83	43.19	51.28	287.83	43.09	
Staplehurst, Nebr	H. Meyer	Fire		12.31			12.31		
Stinson, Mo	J. L Stinson	do				6.90	47.61		
Stockholm, Ky	L. W. Merideth	do					109.89		
Stratford, Conn	E. M. Wells	Burglary	2.00	3.60		5.45			
Sturgeon Lake, Minn	F. Pukropp	do	30.48	14.24					Do.
Sturgis, S. Dak	W. S. Chase	do	1.00		143.36			143.36	
Sullivan, Ala	J. H. Hubbard	do		15.75					Do.
Summerdean, Va	O. S. Knopp	Fire					50.54		
Summerville, La	I. R. Adams	Burglary		4.92					Disallowed; claim is by assistant postmaster, who made good the loss.
Surrency, Ga	W. S. Hart	Fire					38.95		
Swan River, Minn	W. W. Wright	do		157.82			157.82		
Swifton, Ark	M. F. Davis	Burglary			33.18			33.18	
Sykes, Tenn	T. Mason	do		8.46					Disallowed; negligence of claimant.
Sylvan, Tex	O. J. Geers	do	20.73						Do.
Syracuse, Ind	E. Ott	In transit			260.00				Dismissed; money recovered.
Tabo, Mo	L. Sechrest	Cyclone					22.91		
Tallmansville, W. Va	S. E. Strader	Fire					10.65		
Tarnov, Nebr	M. C. Skorupa	do					6.40		
Taylors Chapel, Tenn	R. V. Taylor	do					13.68		
Tecumseh, Kans	J. R. Naylor	Burglary		3 51					Disallowed; negligence of claimant.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc. —Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Templeton, Cal	H. C. Whitney	Fire		$244.35			$266.05		
Tennyson, Ind	J. L. Posey	do					3.47		
Terrace, Minn	G. R. Wheeler	Burglary	$12.76	30.16	$24.71	$12.76	30.16	$24.62	
Terral, Ind. T	J. M. Stewart	do		50.61					Disallowed; negligence of claimant.
Thomas, Pa	J. M. Thomas	Fire					46.91		
Thomastown, Ohio	C. L. Huber	do		9.50			7.88		
Thompson Ridge, N. Y	N. M. Thompson	Burglary	2.40	54.71		2.40	54.71		
Thorndale, Tex	J. R. Campbell	do	43.82		47.20	43.82		46.80	
Three Springs, Ky	J. W. Miller	Fire					47.22		
Tillman, S. C	H. G. Box	do				2.00	13.37		
Timmonsville, S. C	B. F. Stanley	do		67.80			58.49		
Tincup, Colo	S. S. Sutton	Robbery	69.34		62.00	69.34		62.00	
Tocol, Fla	W. Dykman	Fire				10.36	25.56		
Todd, Mo	J. A. Wilson	Burglary		13.00			13.00		
Toddville, Iowa	J. Johnson	do	3.34	28.00	44.62	3.35	27.99	43.66	
Tremont, Ill	H. G. Woost	do	36.85	245.17	73.89	36.85	245.17	73.89	
Trim Belle, Wis	J. T. Beddall	do	13.63						Do.
Tripp, S. Dak	H. Klott, jr	do	26.75			26.75			
Trout, W. Va	S. McMillion	Fire					15.27		
Troutmans, N. C	M. Houltshouser	do					8.47		
Trowbridge, Ohio	A. Geyer	Burglary	31.00	78.35					Do.
Do	do	do	14.28						Do.
Troy, N. C	J. C. Smith	In transit			79.00			79.00	
Trumbull, Ill	F. G. Robertson	do	3.26						Dismissed; money recovered.
Tuckerton, Pa	E. Becker	Burglary		9.50					Disallowed; negligence of claimant.
Ulmers, S. C	J. M. Halford	do		134.98			101.93		
Una, Tenn	D. D. Cone	Fire					14.99		
Union Center, Ind	J. N. Love	Burglary		45.82			45.82		
Uno, W. Va	A. P. Christian	Fire		7.78			7.78		
Upperco, Md	W. Byerly	Burglary		57.00			57.00		
Upton, W. Va	J. C. Miller	do	8.00	1.00					Do.
Utica, Mo	J. C. Waters	do		12.87			8.97		
Uxbridge, Mass	C. E. Cook	do	58.43	293.44	204.22	58.43	293.44	204.22	
Valencia, Pa	J. A. Anderson	do		5.46					Do.
Varck, Kans	S. D. Osborn	do		39.12					Do.
Varick, N. Y	H. Dey	do		2.86					Do.
Velsor, Mo	F. R. Beamon	Fire					2.22		
Verne, Ind	J. Westfall	do					9.26		
Ville Platte, La	C. Derouen	do							Do.
Villisca, Iowa	W. B. Arbuckle	Burglary	80.48	91.86	25.23	77.84	91.86	25.23	
Vincent, N. Y	E. S. Rood	do	10.01	4.12		10.01	4.12		
Vineland, Cal	M. Dawson	Fire					4.48	53.84	

Vinola, Pa	R. Lynch	do		1.05			1.05		
Virgil, Miss	J. E. Ross	Burglary		1.49			1.39		
Virginia, Minn	S. Bates	In transit	150.45			150.45			
Virginia Beach, Va	E. Garwood	Burglary	150.00	240.00	268.73		240.00		
Vollers, N. C	F. W. Dickson	Unknown		.50					Disallowed; no evidence concerning loss.
Waco, Nebr	F. M. Cox	Burglary		86.72			86.72		
Waldwick, N. J	G. Oughton	do	42.34	162.79	25.65	42.34	162.79	25.65	
Walker, Kans	W. Schrenkler	do	30.50			30.50			
Do	do	do	24.32						Disallowed; negligence of claimant.
Wallingford, Pa	D. B. Wetzel	do		4.59					Do.
Wall Lake, Minn	O. J. Nelson	do	10.00	62.31		10.00	62.31		
Wallula, Wash	A. E. Reid	Fire		12.15			12.15		
Walthourville, Ga	W. S. Harden	Burglary	8.42		48.56	.78		48.56	
Ward, Ind. Ter	J. S. Merryman	do	4.81						Do.
Waring, Tex	A. Jess	do			17.67			17.67	
Warm Springs, Mont	I. S. Eldred	Robbery	16.48		40.11	16.48		89.61	
Warner, S. Dak	W. Bain	Burglary		5.08					Disallowed; property recovered.
Warren, Md	S. G. Rawlings	do	14.10	86.28		14.10	86.28		
Warrior, Ala	T. J. Shindlebower	In transit	111.24			100.00			
Warwick, Mass	G. E. Felton	Burglary		50.87					Disallowed; negligence of claimant.
Washburn, Me	J. L. Woodman	do	56.45	226.94		56.80	225.68		
Washington, D. C	J. P. Willett	Robbery			780.00				Referred to Auditor for settlement under section 409, R. S.
Do	do	Burglary		34.13					Disallowed; negligence of clerk in charge of station.
Waterbury, Nebr	H. Sayre	do	1.23	1.60					
Waterloo, Tex	J. H. Rainwater	do		26.84			24.17		Disallowed; negligence of claimant.
Watertown, Ohio	H. Fisher	do		42.80					Do.
Waterville, Kans	M. Delaney	do	78.85	91.28	91.62	75.95	78.42	91.62	
Watseka, Ill	L. F. Watson	do	.85		127.72	.85		127.72	
Wattsflats, N. Y	D. W. Alsdorf	do		54.62			54.62		
Waukesha, Pa	J. Woods	Fire		11.02		6.00	32.76		
Wausau, Fla	M. Glen	do		8.53			8.53		
Waushara, Wis	D. W. Evans	do				12.53	27.06		
Waverly Station, Va	A. E. Martin	Burglary	31.79	336.81		31.79	336.81		
Wayside, N. J	R. L. Carter	do		7.00			7.00		
Webb, Miss	M. P. Webb	Fire					48.44		
Wedowee, Ala	H. R. McKay	In transit			95.00			95.00	
Weeping Water, Nebr	C. V. Hay	Burglary	19.24		98.04	18.99		97.99	
Welcome, Ohio	T. Bell	Fire					16.46		
Weldon, Ill	H. C. Phares	Burglary	8.00	119.84	5.68	8.00	117.54	5.68	
West Buxton, Me	W. A. Hobson	do	15.78	24.16	37.55	15.78	24.16	37.55	
West Carrollton, Ohio	G. W. Deemer	do		353.95		12.50	342.48		
West Chicago, Ill	J. H. Creager	do		206.75			206.75		
West Coxsackie, N. Y	D. Sutfin	do		75.88			75.88		
West Farmington, Ohio	W. W. Griffith	do	27.33	80.88	135.86				Do.
West Harrington, Me	B. F. Grace	Larceny			8.35			8.35	
West Liberty, Ind	G. Brown	Fire		5.08			5.08		
West Medway, Mass	G. E. Pond	Burglary		287.34			287 34		
Westplains, Mo	J. L. Van Wormer	do	78.57		75.15				Do.
West Point, Ga	M. P. Dixon	In transit			1.00			1.00	

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds	Postal funds.	Postage stamps, etc.	Money-order funds.	
West Point, Ill	G. W. Wolf	In transit	$34.60						Dismissed; money recovered.
Westport, Cal	G. S. McPhee	do			$80.00				Do.
West Ridge, Ill	S. W. Smiley	Burglary	.60	$8.89					Disallowed; negligence of claimant.
West Springs, S. C	R. A. Hopkins	Fire		18.36			$18.36		
Westtown, Pa	J. J. Hickman	Burglary		76.00					Do.
West Union, Iowa	T. L. Green	do	48.67	378.98	39.51	$48.67	378.98	$39.51	
West Wardsboro, Vt	M. W. Brown	do	54.02		67.27	54.02		67.24	
Wheatland, Mo	W. D. Harryman	do	71.36		24.04	71.36		24.04	
Wheeler, Ill	J. J. Wallace	Fire					33.10		
Whitesboro, N. Y	E. Kernan	do		81.64			81.64		
Whiteside, Mo	W. M. Shields	Burglary	45.06	33.36	40.21	45.61		40.21	
Whitewillow, Minn	H. O. Holstad	Fire		44 10			46.49		
Whitson, Tex	P. A. Smith	do					90.45		
Whitten, Iowa	J. H. Lyon	Burglary		.58	1.00				Do.
Whittier, N. C	S. W. Cooper	Fire	2.58	12.66			12.27		
Wilber, Nebr	J. F. Early	Burglary		15 62			15 62		
Wilcox, Pa	A W. Kryder	Fire	34.97	22.25		30 08	26.43		
Willey, Ill	R. C. Willey	Mice		5.80			5.80		
Williams, Ind	J. H. Moore	Fire					39.55		
Williams, Iowa	C. M. Stevens	do		118.70			118.70		
Williamsburg, Kans	J. A Towle	Burglary		4 48					Withdrawn.
Williamsport, Pa	J. W. Sweely	Larceny		50.00					Disallowed; negligence.
Williston, S. C	M C Harley	Burglary		11 77					Disallowed; no satisfactory evidence of loss.
Willow City, Tex	W. P Cox	Fire	28.00	60.00		21.98	66.78		
Willowsprings, Ill	D Wagner	Burglary		78.18			78.18		
Wilson, N. Y	E. A. Johnson	do	68.00	184.43	55.30	68.00	181.95	55.30	
Wilton, Me	C. Fenderson	do	5.00				3.86		
Wimbledon, Md	G. D. Waters	Fire					12.17		
Winchester Center, Conn	E. B. Bronson	do	36.11	12.86		36.11	12.86		
Windsor, S. C	D. Jackson	do					44.44		
Wingo, S. C	B. K. Wingo	do					12.17		
Wise, W. Va	J R. Robinson	In transit			5.00				Disallowed; failure to remit as instructed.
Wolfcreek, Ohio	J. Lightner	Burglary		36.20					Disallowed; negligence of claimant.
Wolton, Wyo	R L. Carpenter	Robbery	18.57			18.57			
Woodensburg, Md	J. T. Sauble	Burglary		18.90					Do.
Woodlawn, Pa	M. V. Ritchie	do		16.40			15.10		
Woodlyn, Pa	W. Fisher	do		5.42			5.42		
Woodside, Pa	J. Huntley	do		5.09					Do.
Woodville, Ohio	J. T. Sivalls	do	40.00	318.82	32.66	40.00	227.63	32.66	
Wooster, Ohio	T. L. Flattery	Fire		38.00			38.00		
Wright, Minn	T. Trepauer	do	2.06	6.46		2.06	6.46		
Wyandotte, Mo	R. Briegel	do					24.55		

Wynnewood, Pa	F. P. Hunter	Burglary		9.13					Do.
Woodford, S. C	L. Smythe	Fire		16.29			16.29		
Woodmere, N. Y	G. A. Koch	Burglary	16.91	86.00	49.30	16.91	103.01	49.30	
Yale, Ala	B. F. Meadows	Fire					10.71		
Yates City, Ill	W. G. Lehman	Burglary	8.62			8.62			
Yellow Creek, Tenn	L. F. Hinson	Fire		33.87			34.10		
Yost, Ky	P. S. Wood	do		8.62			8.62		
Zehner, Pa	F. Soloman	do		1.10			1.10		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1898, to June 30, 1899, etc.—Continued.

RECAPITULATION.

Claims remaining unsettled June 30, 1898	360
Claims received to June 30, 1899	1,088
Total to be accounted for	1,448
Claims remaining unsettled June 30, 1899	293
Claims settled during the year	1,155
Claims previously disallowed and allowed during the year	4
Total settled during the year	1,159

Cause of loss.	Postal funds.	Stamps, etc.	Money-order funds.	Total.
Fire	$764.65	$16,491.18	$362.76	$17,618.59
Burglary and robbery	10,289.67	38,546.64	7,874.49	56,710.80
Floods and storms		151.51		151.51
Larceny	1,199.60		1,490.28	2,689.88
Rats and mice		46.72		46.72
In transit	336.38		4,159.20	4,495.58
Total	12,590.30	55,236.05	13,886.73	81,713.08

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT

FOR

1899.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 12, 1899.

SIR: I have the honor to submit the following report of the work of this office for the fiscal year ended June 30, 1899.

Under my direction maps of the States and Territories were prepared, fully revised to illustrate the postal service and incidental features, and issued at quarterly intervals; the maps (or diagrams) used by the Department proper, 627 in number, were brought up monthly, the accrued changes being inserted by the draftsmen of this office, and maps were furnished as required to all branches of the postal service.

The work of photolithographing and printing the post-route maps, for the past few years done by Julius Bien & Co., of New York, is now in the hands of A. Hoen & Co., of Baltimore, Md., to whom, as the successful bidders for the new term, the contract was awarded at the close of the fiscal year.

During the year new post-route maps, superseding prior compilations, were issued of Alabama, Alaska, Georgia, Illinois, Kentucky, Tennessee, Maine, Minnesota, Missouri, Ohio, and Texas, these new maps being on enlarged scale wherever practicable. A map of Porto Rico also was issued. New compilations are in progress for maps of Cuba, Indian Territory, Kansas, Nebraska, Oklahoma, and the Philippines.

The distribution of post-route maps, including the special editions for the Railway Mail Service, was as follows:

To Post-Office Department	1,589
To Railway Mail Service	13,876
To post-office inspectors	495
To postmasters	1,446
To miscellaneous (members of Congress, etc.)	702
To purchasers	1,569
Total	19,677

Of these, 4,528 maps were backed on muslin and mounted on rollers, or were bound in folio or pocket form. Lack of force and of floor space made it necessary to have a part of this backing done outside under special arrangement.

The sales of the post-route maps, under the statutory proviso that the Postmaster-General may sell copies to the public at cost of printing and 10 per cent additional, amounted to $2,367.80 during the fiscal year.

One thousand two hundred and twenty distances were certified during the year in answer to special calls, most of which were made by the Auditor for the War Department, and referred to travel of officers and soldiers during the civil war, and to similar travel incidental to the Spanish war.

The increase of the work of this office from year to year makes necessary the two additional employees for which I have recently submitted estimate, being one clerk and one additional assistant map mounter.

The clerk's services are needed in connection with the correspondence incidental to the business of the office. During the year 4,450 letters were received and 3,983 letters written.

The additional assistant map mounter is needed primarily for the handling and repairing of the increasing number of map racks in the Department building. There are now 37 of these racks, each containing a complete set of maps, and 48 small racks, each containing one or more maps. The special duties of the map mounters and messenger of this office have become so onerous that these employees can not give the necessary attention to the map-rack feature, which has grown to such proportions in the past few years.

Referring to the appropriation for miscellaneous expenses in the topographer's office in the preparation and publication of the post-route maps, I recommend that $100 thereof be allowed for the purchase of atlases, geographical or technical works necessary in the conduct of the topographer's duties.

Very respectfully,

A. VON HAAKE,
Topographer, Post-Office Department.

Hon. CHARLES EMORY SMITH,
Postmaster-General.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1899.

ESTIMATES FOR THE FISCAL YEAR 1900-1901.

Free delivery (page 20):	
950 carriers at $600 per annum	$570,000
485 carriers at $800 per annum	388,000
5,418 carriers at $850 per annum	4,605,300
8,363 carriers at $1,000 per annum	8,363,000
15,216	13,926,300
For promotion of letter carriers (act of August 2, 1882)	145,000
For substitutes for carriers on vacation (act of June 27, 1884)	380,400
	14,451,700
Estimated credit by change of grade	90,000
Fixed by law and admitting of no reduction	14,361,700
For temporary carriers at summer resorts, for holiday and other emergency service, and to serve for carriers employed on local civil-service boards	50,000
For additional carriers at established offices	300,000
For appointment of carriers at offices to be established	75,000
For substitutes for additional carriers on vacation	12,500
For horse-hire allowance	475,000
For car-fare and bicycle allowance	230,000
For all other incidentals	180,000
Total	15,694,200
Salaries and allowances (page 16):	
Salaries of postmasters	17,000,000
Assistant postmasters	1,426,600
Clerk hire	11,656,900
Rent, fuel, and light	1,950,000
Clerk hire and separating mails at third and fourth class post-offices	900,000
Temporary clerk hire, election and holiday service	100,000
Substitutes for clerks on vacation	100,000
Miscellaneous and incidental items	250,000
Advertising	22,500
Rental or purchase of canceling machines	200,000
Total	33,606,000
Stationery and supplies (page 41):	
Stationery and blank books	7,000
Stationery for the postal service	55,000
Wrapping twine	100,000
Wrapping paper	30,000
Letter balances, scales, and test weights	10,000
Postmarking and rating stamps and ink and pads	30,000
Packing boxes and hardware	1,000
Printing facing slips, blanks, and books of an urgent nature	20,000
Printing and binding	215,000
	468,000
Total of appropriations asked	49,768,200

RECOMMENDATIONS FOR LEGISLATION BY CONGRESS.

Appropriations.—Certain appropriations to be made interchangeable. (Page 136.)
Assistant postmasters.—To be paid fixed salaries. (Page 132.)
Canceling machines.—Authority asked to purchase additional. (Page 137.)
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REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, November 6, 1899.

SIR: You will doubtless be impressed in perusing this my third annual report, the same being for the fiscal year ended June 30, 1899, by the unprecedented growth of that portion of the postal service coming within the jurisdiction of my Bureau.

The division of salaries and allowances, controlling the salaries of postmasters, the pay of post-office clerks, and the general interior expenses of operating the post-offices of the country, and the division of free delivery, controlling the exterior expenses of the postal delivery system, represent the two most active branches of the general postal service—those branches which come most directly in contact with the people. The reports from these two divisions, with their multifarious details, can not, therefore, fail to be of special interest, and it is in regard to the operation of these divisions that I desire to make my most careful and earnest recommendations.

I wish to ask your especial attention to the estimates for postmasters' salaries, in which will be found a brief statement indicating the great growth of the service during the past fiscal year. There were 215 fourth-class post-offices raised to the rank of third class; 91 third-class post-offices advanced to the rank of second class, and 17 second-class post-offices which became post-offices of the first class during the year. These changes of grade indicate such an increase in postal business as must soon place the service on a self-sustaining basis.

The item recommending a separate appropriation of $1,426,600 for salaries of assistant postmasters of the first and second class is apparently a very large increase for this purpose. In reality the increase is not large. All assistant and deputy postmasters, by whatever designation known, have heretofore been and are being paid from the regular clerk hire appropriation salaries approximating 50 per cent of the

salaries of the postmasters for whom they act. It is my belief that it is not only more just, but that it simplifies the situation to make the salaries of assistant postmasters a compulsory and definite tax upon the appropriation rather than to leave it an optional charge. Some assistant or deputy postmasters now receive 50 per cent of the salaries allowed to the postmasters under whom they serve; others receive 40 per cent, while others receive 30 per cent or less, as is shown by the detailed statement to be found in this report. I know of no reason why one assistant postmaster should be treated differently from another, nor do I know any reason why the amount of salary paid an assistant postmaster should be left discretionary to the First Assistant Postmaster-General (except as he is governed by the appropriation) any more than the salaries of postmasters, which are fixed by law.

Probably no post-office legislation has given such an impetus to the discipline of the force inside of post-offices as the act of the last Congress increasing the salaries of clerks in post-offices. And yet that act was only one step in the right direction. I have renewed my recommendation for the reclassification of clerks in the first and second class post-offices, and earnestly request your cooperation in securing that legislation. For many years it has been extremely difficult to retain in the post-office service young men who possess eminent fitness for the work. There was no special incentive for them to remain in any clerical position within the post-office. A position in that service was accepted as but a place to tarry in until a better was secured, as but a starting point for other work. We should encourage capable young men to remain with us.

Up to this time the law and the practice of the Department have discriminated in favor of the railway mail clerks and letter carriers against the post-office clerk by providing for the two former classes regular classification grades and ignoring the latter class. By natural operation of law the railway mail clerks and letter carriers are provided with an annual increase of pay up to a certain limit, whereas the post-office clerk has been left to the mercy of the Department, under the law, and to the generosity of Congress. There has been no reclassification of post-office clerks since 1893, since which time the post-office service has been more than doubled, and the conditions of the service, as well as of the country, have entirely changed. There is therefore special necessity for immediate action by Congress in this direction. The great prosperity throughout the country is inviting our bright young post-office clerks into other and more alluring paths of life.

I can not too often urge the necessity for post-office consolidation. I have again repeated my recommendation for the repeal of what is known as the "Gorman Act," which forbids the abolition of a post-office at a county seat. If, however, Congress should find any serious objection to the repeal of the act referred to, I would suggest as an alternative that the appropriations for certain purposes hereafter named be made

interchangeable. For example, let the appropriation for the salaries of postmasters be made available for the payment of rentals and other incidental expenses of postal stations established in lieu of post-offices.

In nearly every instance post-office consolidations result in a net saving to the Government; in every instance there is a marked improvement in the public service.

It may be contended that post-office consolidations may be made just as well by reason of the saving effected, without making appropriations interchangeable or without providing an increased appropriation for clerks, rent, light, and fuel; but under present conditions there is no incentive for executive officers to save money out of an appropriation the surplus of which must necessarily revert to the Treasury, and to meet the necessary expenses out of another appropriation already overburdened by demands. If by providing means to improve the service a substantial incentive were offered for extra energy in the direction of improving the service, the result would doubtless be of great benefit in every direction. But if one branch of the service must suffer in order that another branch may be improved, there is little to encourage the Executive Department in its efforts to advance the entire service.

I refer with pardonable pride to the comparatively small increase in the proposed appropriations for postmasters, clerks, and letter carriers as compared with the general increase in post-office receipts. On these branches of the service the greater part of the burden must fall when there is a material increase of post-office business. Personally assuming no especial credit for bringing about this satisfactory result, I think the country is to be congratulated upon the excellent showing made.

I desire to call your attention to the phenomenal growth of the receipts in the free-delivery service, the same being 21.64 per cent larger than those of the preceding year, while the cost of maintaining the service has increased only 3.9 per cent, and the cost of the whole service has dropped to the lowest proportionate figure since the enactment of the eight-hour law, the same being but 20.66 per cent of the gross receipts.

In considering the recommendation for an increase of the appropriation for carriers and the extension of the service under free delivery it should be borne in mind that the gross receipts for the fiscal year were $68,957,815.81, an increase of $12,276,011.13 over the corresponding period of last year, and that for several years past the appropriations for the carrier service have not kept pace with the increase of business.

I also call attention to the recommendation for a change of the law entitled "An act limiting the work of letter carriers to eight hours a day." This proposition is fully treated on page 28 under the head "The Eight-hour law," in which I reiterate the recommendation contained in my last report.

Much space is given in my report to a full presentment of facts in regard to rural free delivery. I believe this service has now reached a critical stage in its existence. It passed last year beyond the point of experiment; its permanent establishment is, in my judgment, now only a question of discreet and careful postal administration. I have given to this service more thought and attention than to any other subject coming under the control of my Bureau, and I verily believe that in nine instances out of ten, where rural free delivery is put in operation, the growth of the revenues from the increase of the mails, resulting from increased postal facilities and the economies made possible by the discontinuance of other service which can be dispensed with, will render rural free delivery service in no sense a burden upon the Government within six months after its establishment. In many instances it has been shown that within sixty days the increase of receipts and the saving in the cost of service discontinued more than equal the increased expenditures.

In reviewing the entire work of the year it is a matter of gratification to state that, notwithstanding the vast increase of business, the daily routine of my department in all its divisions has been so admirably kept up by those in charge and by the efficient clerks under their control that there are no arrears of work anywhere, but that at the end of each day that day's work is closed with the punctual regularity of a well-organized bank. Only a few years ago the correspondence of the most important divisions of this office was in a state of chronic and apparently almost hopeless arrears.

This condition of things has been overcome. Everything is entirely up to date. This has been brought about by the introduction of business methods, and in effecting this improvement in the public service I have had the earnest cooperation of all the officers of divisions under my charge. It gives me pleasure once more to acknowledge the loyal aid I have received from Mr. George M. Allen, chief clerk; Mr. George W. Beavers, chief of salary and allowance division; Mr. A. W. Machen, chief of free-delivery division; Mr. M. W. Louis, chief of division of post-office supplies; Mr. J. T. Metcalf, chief of money-order division; Mr. D. P. Leibhardt, chief of dead-letter office; Mr. J. R. Ash, chief of correspondence division, and from the special agents in charge of the eastern and western divisions of the rural free-delivery service, Mr. H. Conquest Clarke and Mr. Francis M. Dice; also Messrs. William G. Edens and Charles Hedges, assistant superintendents of free delivery, in charge of the western and eastern divisions, respectively.

DIVISION OF SALARIES AND ALLOWANCES.

The duties devolving upon the division of salaries and allowances are in relation to the following subjects:

Salaries of—
- Clerks.
- Presidential postmasters.

Allowances for—
- Advertising of unclaimed letters and of foreign mails.
- Canceling machines and motors and power therefor.
- Clerk hire.
- Fuel.
- Light.
- Military postal service.
- Miscellaneous and incidental expenses.
- Rent.

Also—
- Bonds of clerks.
- Box rents.
- Charges against clerks.
- Civil Service Commission correspondence relative to clerks.
- Establishment and designation of stations and substations.
- Hours of closing Presidential post-offices.
- Key deposits.
- Leases.
- Leave of absence of Presidential postmasters.
- Rosters of clerks.
- Sites of Presidential post-offices and stations and substations.

The following statement shows the operations of the division for the fiscal year ended June 30, 1899:

Items.		Amount.
Allowances for clerk hire made first and second-class offices		$11,287,120
Allowances for separating clerk hire made third and fourth-class offices		188,306
Allowances for separating clerk hire continued from last year		561,615
Total annual allowances for clerk hire		12,137,041
Allowances for clerk hire reduced and discontinued		452,440
Allowances for separating clerk hire reduced and discontinued		53,174
Total amount allowances for clerk hire at first, second, third, and fourth class offices June 30, 1899		11,631,427
Allowances for temporary clerk hire		50,827
Allowances for rent, fuel, and light made first, second, and third class offices		204,045.00
Allowances for rent, fuel, and light continued from last year		1,624,193.00
Total annual allowances for rent, fuel, and light		1,828,238.00
Allowances for rent, fuel, and light reduced and discontinued		67,139.00
Total annual allowances for rent, fuel, and light June 30, 1899		1,761,099.00
Allowances for miscellaneous items and furniture made first and second class offices		171,360.00
Allowances for canceling machines made first and second class offices		81,006.00
Allowances for advertising made first and second class offices		19,414.00
Allowances for clerk hire in connection with military postal service		156,287.30
Allowances for miscellaneous items in connection with military postal service		84,103.49
Total allowances in connection with military postal service		240,390.79
Post-offices and stations in leased buildings	878.00	
Amount involved for rent of leased buildings		834,467.00
Rosters of clerks at first and second class offices approved	967.00	
Letters received	119,501.00	
Letters sent	107,217.00	

ADJUSTMENT OF SALARIES OF POSTMASTERS AT PRESIDENTIAL OFFICES.

Salaries of postmasters at first, second, and third class (Presidential) post-offices are required by act of Congress, approved March 3, 1883, to be annually adjusted. In compliance with this provision the sixteenth annual adjustment was made on the basis of the gross receipts of the respective offices for the four quarters ended March 31, 1899, to take effect July 1, 1899.

Statement showing the number of Presidential post-offices by classes, the aggregate of salaries, and the total gross receipts, July 1, 1899.

Class.	Number of offices.	Salaries of postmasters.	Total gross receipts, four quarters ended Mar. 31, 1899.
First	193	$675,900	$50,470,797
Second	857	2,006,300	12,714,478
Third	2,965	4,246,800	11,873,450
Total	4,015	6,931,000	75,058,725

The following table shows the result of the revision:

First-class post-offices:	
Number June 30, 1899	176
Second-class advanced to first-class July 1, 1899	17
Number July 1, 1899	193
Second-class post-offices:	
Number June 30, 1899	790
Second-class relegated to third-class July 1, 1899	6
Second-class advanced to first-class July 1, 1899	17
Third-class advanced to second-class July 1, 1899	91
Second-class discontinued July 1, 1899	1
Number July 1, 1899	857
Third-class post-offices:	
Number June 30, 1899	3,030
Third-class relegated to fourth-class July 1, 1899	15
Third-class advanced to second-class July 1, 1899	91
Second-class relegated to third-class July 1, 1899	6
Fourth-class advanced to third-class July 1, 1899	37
Third-class discontinued July 1, 1899	2
Number July 1, 1899	2,965
First-class July 1, 1899	193
Second-class July 1, 1899	857
Third-class July 1, 1899	2,965
Total Presidential offices July 1, 1899	4,015

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1898, and July 1, 1899, showing in detail the net increase in salaries of said postmasters.

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1898	3,821	$6,537,200	
July 1, 1899	4,015	6,931,000	
	194	393,800	$393,800

This increase is shown in detail, as follows:

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
Total number of first, second, and third class post-offices whereat increases were made July 1, 1899	1,709	215,800	
New Presidential offices during the fiscal year:			
October 1, 1898	56	60,100	
January 1, 1899	95	100,000	
April 1, 1899	27	29,000	
July 1, 1899	37	41,500	
Total	215	230,600	
Grand total of increase		446,400	
REDUCTIONS.			
Relegated to fourth class July 1, 1899	15	16,300	
By reductions at 211 offices July 1, 1899		25,200	
By Presidential offices discontinued:			
Bradford, Mass., July 1, 1898	1	1,400	
St. Elmo, Tenn., Oct. 1, 1898	1	2,200	
Richmond Hill, N. Y., June 1, 1899	1	1,500	
Swampscott, Mass., July 1, 1899	1	1,500	
Penacook, N. H., July 1, 1899	1	1,500	
Salem, N. C., July 1, 1899	1	2,000	
Total	21	52,600	
By balance net increase July 1, 1899		393,800	$393,800
Total		446,400	

ESTIMATES FOR POSTMASTERS' SALARIES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year are shown by the following table:

Year.	Estimate.	Appropriation.	Expenditure.
1897–98	$17,000,000	$16,750,000	$17,453,433.58
1898–99	16,250,000	16,750,000	18,223,506.81
1899–1900	17,000,000	17,000,000	

During the last year 215 fourth-class post-offices were advanced to the third class, 91 third-class post-offices were advanced to the second class, and 17 second-class post-offices were advanced to the first class—figures unprecedented in the history of the Department. All of the present indications show that the general business of the country will steadily improve, and as the next readjustment will not be had until March 31, 1900, it is impracticable to estimate, even approximately, the amount required for the payment of postmasters' salaries.

I therefore recommend that an appropriation of $17,000,000 be requested, to cover compensation of postmasters for the fiscal year ending June 30, 1901, and that any portion thereof saved by the consolidation of post-offices under the law be made available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.

POST-OFFICE CONSOLIDATION.

I beg to renew with all the emphasis at my command the recommendation made in my last report, wherein I strongly urged Congress to repeal the law passed at the close of the first session of the Fifty-fourth Congress known as the "Gorman act," which provides that no post-office established at any county seat shall be abolished or discontinued by reason of any consolidation of post-offices made by the Postmaster-General under the existing law. Several instances were cited, notably Greater New York and Newton Center, Mass., where the free-delivery service could be extended over territory not heretofore favored and a net saving be thereby effected, if the salaries of the postmasters at the post-offices thus consolidated were made available for the employment of superintendents and clerks at stations established in lieu thereof.

If Congress should deem it unwise to repeal this law the Department should at least be authorized to effect consolidation within the law, wherever the service may be thereby improved, and the saving effected in the salaries of postmasters made available for the employment of superintendents and clerks, as above provided.

ESTIMATES FOR ASSISTANT POSTMASTERS, FIRST AND SECOND CLASS.

[Second class, known as chief clerks.]

Under the present law these officials are paid out of the regular clerk-hire appropriation, at salaries ranging as follows:

Number.	Salary.	Number.	Salary.	Number.	Salary.
1	$3,500	41	$1,600	152	$700
11	3,000	71	1,500	60	600
1	2,900	7	1,400	109	500
1	2,700	14	1,300	7	400
3	2,500	65	1,200	3	300
1	2,000	49	1,100		
5	1,900	110	1,000	1,050	1,018,900
17	1,800	127	900		
17	1,700	178	800		

Under section 451, Postal Laws and Regulations, act of March 3, 1883, an assistant postmaster may receive 50 per cent of the salary of the postmaster, as fixed at the last annual readjustment, and the Department is being constantly importuned to fix salaries upon that basis. In order, therefore, to place the compensation of these officials upon an equitable footing with their superiors it is recommended that a separate appropriation, based upon a normal increase, be requested for assistant postmasters, apportioned as follows:

Number.	Salary.	Number.	Salary.	Number.	Salary.
1	$4,000	31	$1,700	220	$1,100
16	3,000	59	1,600	320	1,000
2	2,500	68	1,500		
1	2,000	48	1,400	1,150	1,426,600
11	1,900	124	1,300		
14	1,800	235	1,200		

RECLASSIFICATION OF CLERKS.

In this connection I desire again to bring the special attention of Congress to the urgent necessity for a reclassification of clerks in first and second class post-offices. The present classification act (sec. 451, Postal Laws and Regulations, 1893) does not either properly or satisfactorily classify, embodying many confusing and synonymous designations.

Were it not for the liberality of the last Congress in providing increased salaries for the clerks in the lower grades, many of the most energetic and intelligent young clerks in the service would have been again overlooked and tempted to seek elsewhere for more lucrative employment. The post-office clerk is certainly the peer of the letter carrier and railway postal clerk, both in integrity and intelligence, and should, like them, therefore, be encouraged by regular advancement. Many instances may be shown where efficient clerks have remained in the service for five, six, and seven years without increase in salary, and now that the country is enjoying its full share of prosperity, Congress should see that these deserving employees are placed on the same footing as their coworkers.

Grade.	Present number.	Proposed number.	Amount.	Grade.	Present number.	Proposed number.	Amount.
100	400	550	$55,000	1600	70	66	$105,600
200	150	175	35,000	1700	68	161	273,700
300	149	96	28,800	1800	44	69	124,200
400	633	67	26,800	1900	3	3	5,700
500	1,174	1,598	799,000	2000	47	49	98,000
600	2,515	2,579	1,547,400	2100	6	6	12,600
700	1,968	847	592,900	2200	25	27	59,400
800	1,999	3,927	3,141,600	2400	18	20	48,000
900	1,573	1,494	1,344,600	2500	7	7	17,500
1000	1,305	1,457	1,457,000	2600	11	13	33,800
1100	560	555	610,500	2700	9	9	24,300
1200	526	592	710,400	3000	1	1	3,000
1300	196	178	231,400	3200	3	4	12,800
1400	154	122	170,800				
1500	75	58	87,000	Total	13,689	14,730	11,666,900

CLERKS IN POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes and stations and substations connected therewith.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1890-91	$7,590,000	$7,390,000	$840,000	12.08	$7,376,551	$841,446	12.87
1891-92	8,249,000	8,060,000	670,000	9.07	7,925,051	548,499	7.43
1892-93	8,625,000	8,360,000	300,000	3.72	8,341,643	416,592	5.26
1893-94	8,860,000	8,810,000	450,000	5.38	8,736,011	394,368	4.73
1894-95	9,700,000	9,700,000	890,000	10.10	9,429,523	693,512	7.94
1895-96	10,100,000	10,100,000	400,000	4.12	9,963,992	534,469	5.77
1896-97	10,500,000	10,400,000	300,000	2.97	10,382,061	418,069	4.20
1897-98	11,000,000	10,600,000	200,000	1.92	10,598,329	216,268	2.08
1898-99	11,300,000	11,100,000	500,000	4.72	11,094,179	495,850	4.68
1899-1900	11,800,000	11,498,900	398,900	3.59			
Total			4,948,900			4,559,073	
Average			494,890			506,564	

Rent, fuel, and light for first, second, and third-class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1890-91	$1,236,845	$1,236,500	$121,420	10.89	$1,124,508.42	$95,784.96	9.31
1891-92	1,324,300	1,324,300	87,800	7.02	1,220,811.32	96,362.90	8.56
1892-93	1,382,000	1,359,149	34,849	2.63	1,289,921.63	69,110.31	5.66
1893-94	1,439,350	1,432,000	72,851	5.21	1,385,944.33	96,022.70	7.45
1894-95	1,505,000	1,505,000	73,000	5.10	1,442,061.36	56,117,03	4.05
1895-96	1,600,000	1,600,000	95,000	6.31	1,471,365.84	29,304.48	2.03
1896-97	1,600,000	1,600,000			1,518,626.10	47,259.26	3.21
1897-98	1,600,000	1,600,000			1,598,495.15	79,870.05	5.26
1898-99	1,750,000	1,704,000	104,000	6.80	1,695,586.73	97,091.58	6.01
1899-1900	1,750,000	1,800,000	100,000	5.88			
Total			688,920			666,923.27	
Average			68,892			66,692.33	

PROVIDING FOR PRESIDENTIAL POST-OFFICES.

The annual adjustment of postmasters' salaries for the present year, under the act of Congress approved March 3, 1883, resulted in assigning 4,015 offices to the Presidential class. These offices, together with the stations connected with first and second-class post-offices and such offices as may be advanced to the Presidential class during the present fiscal year (estimated at 280), are to be provided for out of this appropriation. As shown in the statement under the head of leases, 258 post-offices and stations are in Government buildings, and these offices should be excluded.

LEASES FOR POST-OFFICES.

On June 30, 1899, there were 966 post-offices of the first and second classes. Of this number 256 are in Government buildings and 593 in buildings leased to the Government. Two hundred and forty stations of first and second class post-offices and 25 post-offices of the third class are in leased buildings, a total of 858. The annual rental of these buildings on June 30, 1899, amounted to $825,586.

Class.	Number of post-offices in Government buildings.	Leased premises.	
		Number.	Rental.
First class	133	35	$58,799
Stations	1	230	371,727
Second class	96	558	383,958
Stations	1	10	8,701
Third class	26	25	7,401
Fourth class	1		
Total	258	858	825,586

POSTAL STATIONS.

Stations and substations are established in the larger cities to expedite the delivery of mails and to give postal accommodations to patrons living remote from the main office. Substations, designated by numbers, issue and pay money orders, register letters and parcels, and sell

postal supplies, but do not deliver mails. Stations, designated by letters or local names, receive and dispatch mails, transact money-order and registry business, sell stamps, etc., and where carriers are attached have all the facilities of a free-delivery post-office.

During the year 70 stations were established, 7 were discontinued, and 4 names were changed; 197 substations were established in lieu of stamp agencies abolished, 16 substations were discontinued, and 7 were raised to stations.

Eight post-offices of the second, third, and fourth classes were discontinued and made stations or substations of free-delivery post-offices. The annual salaries and allowances at the discontinued post-offices amounted to $9,735, while the annual allowances for the stations and substations amounted to $3,430, an annual saving of $6,305 by consolidating post-offices.

The failure of the Fifty-fourth Congress to provide appropriations for the erection of Government buildings seriously affects this appropriation and will materially increase the number of leased buildings for several years to come; hence the demands will be unusually heavy.

Appropriation.—I recommend that an appropriation of $1,950,000 be requested to cover rent, fuel, and light for the fiscal year ending June 30, 1901.

FOR CLERK HIRE AND SEPARATING MAILS AT THIRD AND FOURTH CLASS OFFICES.

The increase (about $50,000) under this item for the present fiscal year was wholly inadequate, the appropriation having become practically exhausted before October 1, 1899. This was occasioned by the large number of post-offices and star routes established west of the Mississippi River, and in order to meet this constant growth an appropriation of $900,000 (an increase of $150,000) is requested. In this connection I must again urge Congress to make this appropriation available for general clerk hire at third-class post-offices; i. e., at post-offices where it has been satisfactorily shown that the postmaster, by devoting his entire time to the duties of the office, can not unaided meet the public demands. The appropriation should therefore read: "For clerk hire and for separating mails at third and fourth class post-offices, nine hundred thousand dollars."

Statement of transactions in separating clerk hire during the year ended June 30, 1899.

Items.	Amount.
Separating-clerk hire standing June 30, 1898	$561,615.00
Allowances made during the year	188,306.00
Temporary allowances made	12,141.02
Allowances reduced and discontinued	53,174.00
Net increase during the year	135,132.00

FOR TEMPORARY CLERK HIRE, ELECTION AND HOLIDAY SERVICE.

As the regular clerk-hire appropriation under the recent segregation is not available for temporary or emergency clerk hire at the larger post-offices, it is recommended that this appropriation be made so as to cover temporary clerk hire, election and holiday service, at first and second class post-offices, and be increased to $100,000.

FOR SUBSTITUTES FOR CLERKS ON VACATION.

This appropriation, made for the first time by the last Congress, enabled the Department to provide substitutes for about 75 per cent of the clerks in second-class post-offices during their vacations. Under the law post-office clerks have for many years past been entitled to fifteen days' annual leave with pay, but in the smaller post-offices a considerable number of these clerks were not accorded this privilege until this appropriation became available. With an increase of $25,000 substitutes for all clerks in second-class post-offices may be provided. Therefore it is recommended that an appropriation of $100,000 be requested.

For necessary miscellaneous and incidental items directly connected with first and second class offices, including furniture, cleaning, and all other items of expense not specifically provided for in other appropriations, $250,000.

Provided, That the Postmaster-General, in his discretion, under such regulations as he shall prescribe, may authorize any postmasters of such offices to expend the fund he may allow them for such purposes, without the written consent of the Postmaster-General.

The normal advance within the past year of third-class offices to the second class, and the growth of many first and second class offices, require an additional appropriation for cleaning and other incidentals, which must be met out of this appropriation. The Department has also introduced a number of labor-saving devices in many post-offices of the first class, and experience has justified their general adoption.

Year.	Estimate.	Appropriation.				Expenditure.			
		Amount.	Increase.	Decrease.	Per cent.	Amount.	Increase.	Decrease.	Per cent.
1890-91	$120,000	$120,000	$10,000		9.09	$111,526	$1,948		1.78
1891-92	132,000	132,000	12,000		10.00	119,784	8,258		7.40
1892-93	132,000	110,000		$22,000	16.67	107,310		$12,474	10.41
1893-94	140,000	125,000	15,000		13.64	111,688	4,377		4.08
1894-95	140,000	140,000	15,000		12.00	120,371	8,683		7.77
1895-96	150,000	150,000	10,000		6.67	111,753		8,618	7.16
1896-97	150,000	150,000				143,616	31,863		28.51
1897-98	150,000	150,000				147,923	4,307		3
1898-99	200,000	175,000	25,000		16.67	171,360	23,437		15.85
1899-1900	200,000	200,000	25,000		14.34				
Net average increase			9,000				6,864		

Provided, That ten per centum of the foregoing appropriations for the salary and allowance division of the First Assistant Postmaster-General's Office may be available interchangeably for expenditure on the objects named, but no one item of the appropriation shall thereby be increased more than ten per centum.

NOTE.—This provision refers to salaries of clerks, temporary clerk hire, substitutes for clerks on vacations, rent, light, and fuel, and miscellaneous appropriations only.

For advertising and the purchase of newspapers containing official advertisements, contracted for under this appropriation, $22,500.

CANCELING MACHINES.

The Department has now under contract 786 canceling machines of the following companies:

American Postal Machines Company, Boston, Mass	450
Barry Postal Supply Company, Oswego, N. Y	122
Barr-Fyke Machine Company, Kansas City, Mo	27
Hampden (Landfear) Stamp Canceling Machine Company, Holyoke, Mass	92
Doremus Canceling Machine Company, Washington, D. C	75
Pneumatic Canceling Machine Company, Indianapolis, Ind	20

The increased appropriation of $50,000 for the current fiscal year enabled the Department to install machines at the following post-offices:

Adrain, Mich.
Ann Arbor, Mich.
Ansonia, Conn.
Appleton, Wis.
Arlington, N. J.
Baltimore, Md.
Barre, Vt.
Bayonne, N. J.
Beverly, Mass.
Birmingham, Ala
Bloomfield, N. J.
Braddock, Pa.
Bristol, Conn.
Bristol, Tenn.
Brooklyn, N. Y.
Brunswick, Me.
Buffalo, N, Y.
Campello, Mass.
Carbondale, Pa.
Chambersburg, Pa.
Charleston, Ill.
Charlottesville, Va.
Concord, N. H.
Corning, N. Y.
Cortland, N. Y.
Cranford, N. J.
Danbury, Conn.
Dedham, Mass.
Dekalb, Ill.
Delaware, Ohio.
Derby, Conn.
Dixon, Ill.
Dubois, Pa.
Dunkirk, N. Y.
East Liverpool, Ohio.
Easton, Pa.
Englewood, N. J.
Everett, Mass.
Flint, Mich.
Flushing, N. Y.
Franklin, Pa.
Frederick, Md.
Fredericksburg, Va.
Freeport, Ill.
Fremont, Ohio.
Glens Falls, N. Y.
Goshen, Ind.
Greensburg, Pa.
Hackensack, N. J.
Hartford, Conn.
Hazleton, Pa.
Helena, Mont.
Hornellsville, N. Y.
Houston, Tex.
Hudson, N. Y.
Huntington, W. Va.
Indianapolis, Ind.
Irvington, N. Y.
Ithaca, N. Y.
Jersey City, N. J.
Johnstown, N. Y.
Kokomo, Ind.
Lebanon, Pa.
Leroy, N. Y.
Lincoln, Ill.
Lockport, N. Y.
Long Island City, N. Y.
Louisville, Ky. (Station B).
Mahanoy City, Pa.
Manchester, Va.
Mason City, Iowa.
Medina, N. Y.
Middletown, N. Y.
Middletown, Ohio.
Milford, Mass.
Milton, Pa.
Mount Vernon, N. Y.
Mount Vernon, Ohio.
Muscatine, Iowa.
Muskegon, Mich.
National Stock Yards, Ill.
New Britain, Conn.
New Philadelphia, Ohio.
New Rochelle, N. Y.
New York, N. Y. (Stations A, E, H, N, O, P, and S).
Norwalk, Ohio.
Ocean Grove, N. J.
Omaha, Nebr. (Station A).
Oneonta, N. Y.
Ottumwa, Iowa.
Piqua, Ohio.
Pittston, Pa.
Plainfield, N. J.
Plattsburg, N. Y.
Portsmouth, Va.
Pottstown, Pa.
Quincy, Mass.
Roanoke, Va.
Rome, N. Y.
Rutherford, N. J.
St. Albans, Vt.
Salt Lake City, Utah.
Sing Sing, N. Y.
Stamford, Conn.
Syracuse, N. Y.
Waltham, Mass.
Washington, Ind.
West New Brighton, N. Y.
Woonsocket, R. I.
Worcester, Mass. (Station A).
Zanesville, Ohio.

Heeding the suggestion of Congress in making the last appropriation available for either the rental or purchase of canceling machines, the Department has purchased 92 Hampden (Landfear) and 75 Doremus canceling machines. The latter are of the automatic hand-power type, and their successful operation has vindicated the wisdom of Congress. Many towns and villages of considerable size and importance do not have electrical current available during the daylight hours, and these places have heretofore been denied the use of a canceling machine. A considerable number of first and second class post-offices (with and without electrical current) are still unprovided with canceling machines, and in order that all important post-offices may have the benefit of these labor-saving devices, I would recommend that an appropriation of $200,000 be requested to cover rental and purchase of canceling machines, etc., for the fiscal year ending June 30, 1901.

Recapitulation of estimates.

Items.	Present appropriation.	Average annual increase for past decade.	Estimate, 1900–1901.	Increase.
Salaries of postmasters	$17,000,000	$385,000	$17,000,000	
(Any portion thereof saved by the consolidation of post-offices under existing law shall be available for the payment of the salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.)				
Assistant postmasters			1,426,600	$1,426,600
Clerk hire	11,498,900	494,890	11,656,900	158,000
Rent, fuel, and light	1,800,000	68,492	1,950,000	150,000
Clerk hire and separating mails at third and fourth class post-offices	750,000		900,000	150,000
Temporary clerk hire, election and holiday service	75,000		100,000	25,000
Substitutes for clerks on vacation	75,000		100,000	25,000
Necessary miscellaneous and incidental items connected with first and second class offices, including furniture, cleaning, and all other matters not specifically provided for in other appropriations	200,000	9,000	250,000	50,000
Provided, That 10 per cent of the foregoing appropriations for the salary and allowance division of the First Assistant Postmaster-General's bureau may be available interchangeably for expenditures on the objects named; but no one item of the appropriation shall thereby be increased more than 10 per cent.				
Advertising and purchase of newspapers containing official advertisements contracted for under this appropriation	20,000		22,500	2,500
For rental or purchase of canceling machines, and motors and power therefor	150,000		200,000	50,000

FREE-DELIVERY SYSTEM.

The free-delivery arm of the postal service comes in most frequent and constant contact with the general public. In this respect it far exceeds all the other branches of the service, and from the view point of the average citizen the success or progress of the postal service is judged solely, or largely, from the results of his daily or hourly touch through the free-delivery system. It follows, therefore, that in the eye of the public this system is of paramount importance, and its phenomenal growth must always prove a matter of widespread interest.

Inaugurated in 1863, with 685 letter carriers, distributed among 45 of the principal cities, it has steadily grown during each intervening year, until the 1st of July, 1899, witnessed its extension to 735 cities and towns, employing an army of 14,000 uniformed carriers, who serve 30,000,000 patrons, or over one-third of the entire population of the States and Territories.

GROWTH OF THE SERVICE.

The following statistical table shows the operations of the free-delivery service from its establishment in 1863 to and including the fiscal year ending June 30, 1899:

Year.	Number of offices.	Increase.	Number of carriers.	Increase.	Gross receipts.	Increase.	Cost of service.	Increase.	Cost to gross receipts.	Ratio of cost per carrier.
				Per ct.		*Per ct.*		*Per ct.*	*Per ct.*	
1863–64	66		685				$317,063.20			$462.86
1864–65	45		757				448,664.51			592.68
1865–66	46		863				599,236.41			682.77
1866–67	47		943				699,934.34			742.24
1867–68	48		1,198				995,934.59			831.33
1868–69	48		1,246				1,183,915.31			950.17
1869–70	51		1,362				1,230,079.85			903.14
1870–71	52		1,419				1,353,923.23			954.14
1871–72	52		1,443				1,385,965.76			970.43
1872–73	52		1,498				1,422,495.48			949.59
1873–74	87	35	2,049				1,802,696.41			879.79
1874–75	87		2,195				1,880,041.99			856.51
1875–76	87		2,269				1,981,186.51			873.15
1876–77	87		2,265				1,893,619.85			836.03
1877–78	87		2,275	0.4	$12,117,820.24		1,824,166.96		15.05	901.84
1878–79	88	1	2,359	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1879–80	104	16	2,628	13.9	15,082,166.65	15.4	2,363,693.14	21.4	15.66	879.31
1880–81	109	5	2,861	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881–82	112	3	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1882–83	154	42	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1883–84	159	5	3,890	5.7	21,596,020.08	3.2	3,504,206.52	10.4	16.22	891.82
1884–85	178	19	4,358	12	21,940,169.42	1.6	3,985,952.55	13.4	18.15	914.62
1885–86	181	3	4,841	11	22,629,826.66	3.1	4,312,306.70	9	19.05	890.58
1886–87	189	8	5,310	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1887–88	358	169	6,346	19.8	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1888–89	401	43	8,257	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.60	842.67
1889–90	454	53	9,066	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890–91	519	65	10,130	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	895.57
1891–92	568	49	10,737	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	928.27
1892–93	610	42	11,625	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1893–94	610		11,736	.9	45,801,210.16	[1]5.45	11,229,436.78	5.1	24.51	956.83
1894–95	604		12,714	8.2	49,128,621.42	7.2	12,135,544.93	8	24.70	954.50
1895–96	627	23	12,834	.94	52,567,624.42	7.7	12,713,861.41	4.7	24.18	970.59
1896–97	629	2	12,931	.75	52,741,470.37	.33	12,827,896.69	.88	24.32	991.98
1897–98	688	59	13,696	5.9	56,681,804.68	7.47	13,387,506.10	4.4	23.62	977.47
1898–99	735	47	14,256	4	68,957,815.81	21.64	13,905,800.00	3.9	20.66	975.43

[1] Decrease.

Prior to the year 1877–78 the gross receipts of free-delivery offices were not reported separately by the Auditors.

RESULTS OF RECENT LEGISLATION.

The act of Congress providing for the appointment of two additional assistant superintendents for the free-delivery service became effective on the 1st of July, 1898, when, for the convenience and expedition of the increasing business of the office, a division of territory was effected and each of the newly appointed assistant superintendents assigned a different field for supervision and inspection. The New England States, New York, New Jersey, Pennsylvania, Delaware, and Maryland, a territory containing 63 post-offices of the first class and 223 of the second class, comprise the eastern division. The western division embraces Ohio, Indiana, Illinois, Michigan, Wisconsin, and all the States and Territories west of the Mississippi River including the Pacific Slope. This large territory contains 80 post-offices of the first class and 269 of the second class.

By this territorial division the Department has been able to keep a representative continually in the field within easy reach of headquarters by telegraph or mail, and yet so located that prompt attention could be

paid to the requirements of the service without the necessity of frequent trips to and from Washington. The work thus accomplished has been of unquestionable benefit to the service, consisting largely in investigating the free-delivery conditions in numerous offices with reference to the necessity for additions to the carrier force and the minimum number required for the maintenance and betterment of the service as established; also for the extension of the service to new territory adjacent to established districts, and where, all the legal requirements having been met, the residents have petitioned for same.

Applications for the initial establishment of free delivery, within their respective territories, are frequently referred to the traveling assistant superintendents for special investigation and report. Their duties also include the investigation of charges or complaints in regard to discipline among the carriers, the condition of street letter boxes, the transfer of carriers from one city to another, and the investigation of rapid and economical methods for maintaining or improving the collection service, especially in the larger cities. In pursuance of these objects and largely to the benefit of the system, the assistant superintendents in the field have visited some 200 free-delivery offices during the past year, and it is gratifying to be able to report the unqualified success of the legislation which enabled the introduction of this practical and expeditious method of transacting the increasing business relating to this branch of the service.

The territory embraced in the western division, as indicated, is too extensive and contains too many free-delivery offices for one assistant superintendent to commensurately supervise.

The growth and requirements of the service in the large cities call for more careful and frequent investigation and report than in the smaller offices.

The distances between such important offices as St. Paul and New Orleans, Cleveland, Ohio, and San Francisco, are so great as to practically preclude the visitation of these points each year, and also continue the frequent inspection of the service in the large and more centrally located cities of Chicago, St. Louis, Cincinnati, Omaha, and Denver.

During the past year the distance traveled by the assistant superintendent in charge of the western division is estimated at 37,000 miles, covering some 70 post-offices of the first class and 45 of the second class.

If the present western territory was divided by the Rocky Mountains and erected into two divisions, each would offer a field, taxing to the full the energy and industry of a supervisor.

The numerous advantages and improvements to the service, heretofore recounted, as inaugurated under this system of local supervision, therefore suggest that steps be taken looking to the establishment of another division by a separation of the western territory.

With this end in view, it is my intention to submit for approval a recommendation asking that provision be made, at no distant day, for the appointment of a fourth assistant superintendent of the free-delivery system, to be assigned to the supervision of the numerous and growing offices on the Pacific slope.

CONDITIONS AFFECTING THE SERVICE.

The unparalleled increase in the gross receipts at nearly all first and second class offices, ranging from 10 to 50 per cent, is an index of the increase in the volume of business pertaining to the free-delivery sys-

tem, and yet it by no means tells the whole story of this remarkable growth. Population bears an equally important relation to the system, and the increase in population in many cities is not accurately, or even approximately, reflected by the gross receipts, for the reason that local methods of carrying on trade and business may and do affect money receipts without affecting population. In other words, the ratios of increase in population and increase in gross receipts do not go hand in hand, and yet both of these essential elements exert a direct and telling pressure upon the service, straining it at many points.

This is evidenced by the conditions in the great manufacturing cities of New England, New York, and New Jersey, where the increase in population during the past two years has been so great that dwellings for the new comers could not be erected fast enough, and in some cities not a single vacant house was to be found. This great army of workers from Canada, from Europe, and from the impoverished farms of the East has found employment in the numerous factories and mills which, owing to the prosperous conditions of trade, have increased their output by building additions or by running on extra time.

But this largely increased output of product may not, as a matter of business activity, add to the gross receipts of the local post-office a single dollar, as the goods are sold from another point—generally from one of the great cities. But the two or three thousand new residents, who receive fully five times as much mail matter as they send away, clamor for the extension of free delivery to their outlying homes.

GROSS RECEIPTS AND POPULATION.

Gross receipts have figured largely in the past in the matter of estimates for the maintenance and growth of the free-delivery system, and the average number of patrons served per carrier in a city or district has also been an important factor in making additions to the force. Experience has shown that neither of these elements is to be implicitly relied upon as guides, especially in periods like the present, when the business of the country is at high pressure both in volume and activity. No standard ratio of number of patrons per letter carrier can be arbitrarily fixed for any State, or section, or group of cities, and efforts to apply a uniform ratio or average to all the free-delivery cities only serves to demonstrate the impracticability of the idea. The average served per carrier in one city would prove wholly inadequate in another, because the character of the leading industry of a community, the occupation, education, and even the nationality of a large number of its inhabitants, have a direct bearing upon this question. The 24 carriers in the Cambridge (Mass.) district—the seat of Harvard University—each serve but 833 patrons, on an average, whereas the average in numerous manufacturing cities is 2,500, and as high as 3,000.

APPROPRIATIONS HAVE BEEN INADEQUATE.

While, therefore, the appropriations for additional carriers in cities having an established service have seemed liberal, it is a fact plainly apparent that for several years past the business and population of these cities, taken as a whole, have imperceptibly but steadily advanced at a ratio considerably beyond the annual percentage of increase upon which the estimates for meeting this growth have been based. This existing gap between the present service and the increased business and social needs is by no means uniform in all the free-delivery centers; it is wider, and the shortcomings of the service are more in evidence

in cities having a population from 30,000 to 100,000 than in the larger cities. In a majority of the latter the increase in the carrier force has more nearly kept abreast with the commercial and industrial growth. At the present rate of increase in population and expansion of commercial enterprises—with annual appropriations increasing only from 5 to 8 per cent—it is no extravagant estimate to assert that by the close of another year the service in many if not a majority of the growing cities will approximately fall 20 per cent short of being a full and satisfactory service corresponding to the improvement and growth constantly going on in the other agencies of our business, industrial, and social world.

The estimates and recommendations for the ensuing year will therefore take cognizance of this accumulated arrearage in extent of efficiency in the belief that the time has arrived when this falling behind the practical needs of the busy world should cease, the existing delinquency be overcome, and the service increased henceforth on a percentage parallel to the combined percentages of increase in population and business. It would be a wiser policy to slightly exceed this annual percentage of increase in the industrial development of the country than to annually lag behind it, and thus forego an opportunity on the part of the Government to more fully and effectually contribute to its continuance.

When the great utility and convenience of the free-delivery system is considered as one of the all but indispensable conveniences of modern civilization, its maintenance certainly can not be considered a burdensome tax upon the people when the total cost per annum does not average 50 cents per capita for the 30,000,000 patrons who enjoy its advantages.

ESTIMATES FOR YEAR 1900–1901.

950 carriers, at $600 per annum	$570,000
485 carriers, at $800 per annum	388,000
5,418 carriers, at $850 per annum	4,605,300
8,363 carriers, at $1,000 per annum	8,363,000
15,216 carriers	13,926,300
For promotion of carriers (act of August 2, 1882)	145,000
For substitutes for carriers on vacation (act June 27, 1884)	380,400
	14,451,700
Estimated credit by change of grade	90,000
Fixed by law and admitting of no reduction	14,361,700
For temporary carriers at summer resorts, for holiday service and other emergencies, and to serve routes of carriers employed on civil-service boards	50,000
For additional carriers for the improvement and extension of the service at established offices (equal to 500 carriers for a full year)	300,000
For substitutes for additional carriers on vacations	12,500
	14,724,200
For establishment of service at offices entitled to it under the laws and regulations	75,000
Horse-hire allowance	475,000
Car-fare allowance	230,000
For all other incidentals, including letter boxes, package boxes, posts, furniture, satchels, straps, marine service at Detroit, Mich., 15 mechanics, to be employed exclusively in erecting and painting letter boxes in first-class cities, where they are most needed, expenses of assistant superintendents free-delivery service	180,000
	15,684,200

Increase over estimate of 1900, $1,182,000, or 8.14 per cent.

According to above carefully prepared estimates the amount necessary for the maintenance of the free-delivery service during the fiscal year beginning July 1, 1900, will be $15,684,200. This shows an increase over the appropriation for the current year of $1,172,000, or a little over 8 per cent. Of this amount about $555,000 is due to the operation of the law which provides for the promotion of letter carriers from a lower to a higher grade, gradually increasing the number in the highest grades until they comprise almost the entire force of carriers. After deducting this unavoidable increase from the total increase over the appropriation for the current year, it will be found that the additional amount requested for the extension and improvement of the service in established offices and its inauguration at new offices is very conservative. In this connection I desire to suggest that the attention of Congress be directed to the wonderful—almost incredible—increase in the gross receipts of the free-delivery post-offices, which were about $69,000,000 during the last fiscal year as against $56,000,000 for the preceding year, or a growth of 21.64 per cent, a percentage of increase heretofore unheard of in connection with the free-delivery service.

SPECIAL EMERGENCIES IN NEW YORK CITY.

In making the estimate for incidentals I have considered an extraordinary and now pressing need which the Department will soon be required to meet in New York City. For a number of years the board of public works of New York has urged the Department to move its letter boxes from the lamp-posts of that city, as the board intends removing the now unused lamp-posts. As far back as four years ago the Department purchased the lamp-posts on Fifth avenue, cut them off about 5 feet from the ground, placed neat caps on them and attached letter boxes, at a cost of $5.25 per post. At that time the postmaster at New York solicited propositions for the planting of posts to be supplied by the Department, and the lowest bid then obtainable was something like $16 per post. The bidder explained this extraordinary price by claiming that to erect posts in the long and thick flagstones which are used in the principal streets of New York City he must run a great risk of breaking the flag, in which event the city would require him to replace the whole flagstone. The Department is now working on a device for attaching the posts or pedestals to the flagstones without drilling through them, but even this, in New York, will cost considerable, and it is estimated that from 2,000 to 3,500 letter boxes in that city must during the next year be attached to new posts, which can not be erected at a cost less than $8 or $10 each.

TRAVELLING EXPENSES OF SUPERINTENDENTS.

Another item of expense which must now be charged to the free-delivery appropriation and included under the head of "Incidentals," is the traveling expenses of the assistant superintendents of free-delivery service. Heretofore these expenses were charged to the appropriation for miscellaneous incidental expenditures at first and second class post-offices, but the Auditor for the Post-Office Department has recently ruled that these items can no longer be charged to that appropriation, as they are a legitimate charge against the free-delivery service. This fact must be weighed in considering the increased amount asked for for incidental expenses.

NEW FREE-DELIVERY OFFICES.

In order to provide for the extension of the free-delivery system to towns entitled to it under the law there was appropriated the sum of $50,000.

During the year service was established at 47 offices, necessitating the appointment of 155 carriers, at a cost of $57,362.83, as follows:

Office.	Number of carriers.	Office.	Number of carriers.
Albert Lea, Minn	3	Marshall, Mich	3
Brazil, Ind	4	Macomb, Ill	3
Brunswick, Me	4	Marshall, Mo	3
Batavia, Ill	3	Medina, N. Y	3
Clarksburg, W. Va	3	Mount Clemens, Mich	3
Coshocton, Ohio	3	North Tonawanda, N. Y	4
Charleston, Ill	3	Nyack, N. Y	4
Clinton, Mo	3	Orange, Mass	4
Columbia, Tenn	4	Phœnixville, Pa	4
Cambridge, Ohio	3	Red Bank, N. J	4
Deadwood, S. Dak	3	St. Augustine, Fla	3
Dowagiac, Mich	2	St. Joseph, Mich	3
Dekalb, Ill	3	Santa Ana, Cal	3
Elwood, Ind	5	Sistersville, W. Va	3
East Providence, R. I	3	Tucson, Aris	2
Fairmont, W. Va	4	Victor, Colo	3
Fredonia, N. Y	3	Warrensburg, Mo	3
Greensville, Tex	3	Waynesboro, Pa	3
Hillsboro, Tex	3	Webster City, Iowa	3
Ilion, N. Y	3	West Hoboken, N. J	4
Key West, Fla	4	White Plains, N. Y	3
Long Branch, N. J	4	Winchester, Va	3
Ludington, Mich	3	Winsted, Conn	4
Martinsburg, W. Va	4		

From the report of the Auditor of the Treasury for the Post-Office Department, 1898–99, it appears that there are 109 offices each having gross receipts in excess of $10,000, and therefore entitled to the benefits of the free-delivery service. Since July 1, 1899, the service has been ordered established at 38 offices, leaving 71 to await the consideration and action of the Department. Action will be taken on these cases as rapidly as investigations can be made with a view of ascertaining whether the local conditions of these various towns will admit of the establishment of the service.

DISCIPLINE OF CARRIER FORCE.

As the number of carriers increases and the force as a body begins to assume the proportions of a small army, the importance of discipline is enhanced, and this subject is receiving more thought and attention from those officials immediately charged with its administration. A gradual but marked advance in the deportment and general discipline of the great majority of the carriers is discoverable in many ways. No small share of this improvement and awakened interest in their work may be attributed to the excellent fraternal and aid associations maintained by the carriers in nearly every State in the Union. The annual gathering of their national organization is especially conducive to this growth in discipline, and hence a direct benefit both to the service and the individual members.

During the year the postmasters in several of the larger cities have made special and persistent efforts toward restricting and reducing the use of intoxicants by the carriers, a practice more baneful and difficult to cope with among the large forces. This action has resulted in a

number of removals from the service for intoxication, with a compensating effect and betterment of the service. Notwithstanding these exceptional endeavors to abate this evil, the number of cases charging intoxication and violation of the postal laws and regulations continue to show a decreasing average.

SEPARATIONS FROM THE SERVICE.

The total number of separations from the service during the year is itemized as follows:

For intoxication	88
For arrest for violation of postal laws and regulations	29
For gross violations of postal laws and regulations	85
For physical disability	3
Carriers deceased	109
Carriers resigned	120
Total	434

The following comparative statement shows the percentage of separations in all grades, including deaths and resignations, for the past six years, or since the operation of the civil-service law was extended to all free-delivery offices:

	Per cent.		Per cent.
1893–94	6.3	1896–97	2.5
1894–95	4.9	1897–98	2.9
1895–96	3.7	1898–99	3

Removals for cause during the same period are summarized as follows:

	Per cent.		Per cent.
1893–94	4	1896–97	1.06
1894–95	3	1897–98	1.32
1895–96	2.1	1898–99	1.27

STREET-CAR FARE FOR CARRIERS.

The advantages resulting from a liberal allowance for street-car fare for carriers are so manifold that ample provision for the maintenance and extension of this branch of the service is of prime importance. A failure to provide sufficient car fare for carriers serving distant routes is false economy in that it necessitates additional carriers to cover the distances within schedule time. It has become difficult to submit accurate estimates for the service. Heretofore in many cities the street railway companies have made liberal concessions in the matter of rates, in many instances transporting the carriers while in uniform for one-third or one-fifth of the full fare.

In a number of the smaller cities and towns they are carried free. If these conditions were not subject to change at the will of the officials of the street railway companies, the Department could submit estimates with approximate precision. The past year has witnessed a great change in the ownership and control of street-car and trolley lines—consolidation has been the order of the day. This is especially the situation in New England, where practically all the independent trolley lines have been absorbed by great corporations and placed under a few managers. This procedure has a direct and depleting effect upon the appropriation for street-car fare when the managers of the consolidated lines abrogate the arrangements existing in the various towns and insist upon charging full fare for the carriers.

As the use of these lines was taken into consideration in the establishment of free delivery, it becomes imperative to meet the unexpected increase in the maintenance of the service. Largely as a result of these consolidations and the increase in the amount of mail matter, the appropriation for car fare for the current year has proven inadequate, and is exhausted. As the demands for full fare continue and numerous meritorious applications for increase are pending, it will be necessary, to avoid a deficiency, to ask for an additional appropriation for the current year. Hereafter the estimates for this service will be based upon full rates.

HORSE-HIRE ALLOWANCE.

An important item in the line of efficiency and economy in the service is that of mounting the carriers who serve widely scattered populations in the outlying districts. In many cities foot carriers are attempting to make two daily deliveries in these districts, which schedule is possible only in seasons of favorable conditions of weather and streets and with a minimum quantity of mail matter. It follows that on occasions when these conditions are lacking it becomes a physical impossibility to complete the second delivery within the eight-hour limit, and the result is dissatisfaction and complaints. By supplying the carrier with a horse and cart in many of these districts not only could he maintain his schedule the year round, but frequently the route could be extended to include petitioning residents in adjacent territory.

Numerous allowances for additional carriers might be obviated, or at least deferred for a year or longer, by this economical expedient. This practice has been followed to a limited extent with satisfactory results, but the appropriation for horse hire has not permitted its application to a degree desired or required. The average allowance for the care and keep of a horse in the Eastern States has been $250 per annum, but during the year many applications have come from postmasters and carriers in this section requesting that their allowance be increased to $300, and representing that the cost of keeping a horse had increased.

Upon investigation it was found that in the larger cities there was some foundation to the claim of greater cost, and the increase was granted, but numerous applications were refused because of the insufficiency of the appropriation. An additional appropriation for the current year will be necessary to meet these unlooked-for demands and to keep pace with the growth and extension of the service.

REDUCING CARRIERS' OFFICE TIME.

An improvement in the service during the past year worthy of record is the matter of reducing the time used by letter carriers in the office in routing and preparing their mail. It has been the aim of the superintendent to keep the carriers employed on their routes the greatest possible length of time during the eight hours consistent with their duties in the office. To this end the office work of carriers has been minimized and expedited by every means that offered. In cities where the office time of the carriers averages two and one-half hours per day, and a reduction of fifteen minutes per carrier is effected, it signifies a marked improvement in the service at such points. Investigation and approval of time schedules has heretofore been conducted by correspondence with postmasters, but the increased facilities enjoyed by the Department during the past year for investigation—through the

traveling assistant superintendents—into the causes for excessive office time, adds another satisfactory result to the employment of these officials.

EXPEDITING EARLY MORNING DELIVERIES.

The time consumed by carriers in routing their early morning mail, especially in the large cities, is a matter of vital importance to the success and economy of the service in those cities. Between 40 and 50 per cent of the entire day's mail arrives over night in the great centers and must be delivered on the first morning trip. The routing of this vast accumulation occupies the carriers from one to two hours, according to the facilities and their expertness at such work. Nearly all complaints reaching the Department from large cities have reference to the lateness of delivery on the first morning trip, the service during the remainder of the day being eminently satisfactory. This early morning congestion of mail is a difficult and growing problem. The business public is exacting, and the fact that the entire force of these large offices is taxed to its utmost during the early hours offers no satisfactory explanation for a delay of thirty minutes.

This situation and the marked increase in the mails has stimulated the endeavors to discover some plan for relieving this congestion and getting the carriers on the street earlier in the morning, without adding more carriers to the force, for whom there would not be sufficient work the remainder of the day. To this end an experimental service is being tested in the main office at Boston, and at Detroit, Hartford, and Bridgeport, Conn. This experiment consists in detailing one or more of the swiftest and most expert carriers to night duty and employing their entire eight hours in the routing of arriving mails for the other carriers, especially those serving business routes. Three carriers have been thus detailed in the Boston office, with a result that the 65 carriers serving the business districts, are enabled to start out twenty minutes earlier on their first delivery and some 20 of these routes—heretofore in a state of chronic delinquency—have been restored to schedule time. Thus far, after a trial of two months, the plan has proved a great benefit and improvement at a very moderate cost. If further results demonstrate its certain success it will offer a solution, at the minimum of expenditure, for the annoying and growing early morning congestion in all the larger offices and their branches.

STREET LETTER BOXES.

The necessity for supplying the No. 3 or extra large street letter boxes in the down-town districts of New York, and in Chicago and other large cities, in lieu of the No. 2 boxes, heretofore found adequate, testifies to the enormous increase of outgoing mails from these great centers, and registers a high-water mark in the prevailing flood of prosperity. A number of street boxes of the "lift-up" pattern were put in use during the year, and while this pattern affords great security to mail deposited, yet numerous complaints have been made by postmasters regarding its design and faulty construction, and usage having demonstrated the general superiority of the box with the "pull-down" lid, that pattern is now being supplied.

DISTRIBUTING SUPPLY STATION.

Frequent changes in the size of street letter boxes are required in the business districts to meet the growing volume of mail. The old

boxes are therefore stored at the local post-office, subject to the order of the Department, for use at other points. Through this practice many unused letter boxes and other material used in the free-delivery service have become scattered over a wide territory and at points inconvenient for inspection and distribution. Vexatious delays also occur in the shipment of these supplies so located, especially where the exigency requires them to be drawn from several points.

It is therefore recommended that a station be established at Chicago for the storage and distribution of these supplies for the free-delivery service, and that provision be made for a custodian, who will have charge of same and will receive and ship the letter boxes. By this means the Department will always be advised, not only as to the number of available letter boxes on hand but their size and condition.

In addition to street letter boxes the stock of supplies would include letter-box posts, carriers' pouches, straps, and at times furniture used in the service. With a supply depot centrally located these articles could be promptly dispatched to a large territory.

It is believed that no allowance for rent for this depot will be necessary, especially after the completion of the new post-office building at Chicago, and that temporary room can be found at one of the several branch stations of the Chicago office.

LETTER BOXES ON TROLLEY CARS.

The collection of mail from outlying districts through the use of letter boxes attached to trolley cars has proved successful at Des Moines, Iowa, Hartford, Conn., and Grand Rapids Mich., and requests for the inauguration of this feature are being received. In Hartford and Grand Rapids the boxes are carried free of charge to the Department, and it is believed that this method of collecting and expediting mail can be introduced at numerous points to great advantage and at no expense, in many instances, other than the cost and care of the boxes.

AUTOMOBILES FOR STREET COLLECTIONS.

The appearance of motor-driven vehicles and their employment by the large retail stores of the cities for delivery wagons has suggested their use for the collection of mails from the street letter boxes. A practical test of the adaptability of the automobile for this work was made at Buffalo, N. Y., under the auspices of the Department, and the result, so far as it is related to that city and its superb streets, was entirely satisfactory. This experiment leads to the conclusion that valuable improvements to the collection branch of the service are in store through this new departure in locomotion, limited at present by requisite conditions, which seem to demand either asphalt or other smooth pavements. These deterrent conditions may and doubtless will be eliminated by further improvement in the carriages in the near future, when the substitution of motors for the horse and wagon will possibly become universal.

MARINE FREE DELIVERY.

The improved facilities and more complete equipment of the marine postal service at Detroit, Mich., during the past year have served to more fully demonstrate its utility and success. The great convenience and value of the service to the inland merchant marine is shown by the marked increase in the amount of mail matter handled during the current season. From the opening of navigation to the 1st of October, 1899, the number of pieces of mail delivered to passing boats aggre-

gated 148,437, against 132,499 for the same period during 1898, an increase of 12⅓ per cent. Number of pieces received from boats to October 1, 54,970; for corresponding period the previous year, 48,078, an increase of 14⅓ per cent. The total cost of the service for the eight months' season of 1898–99 was $5,343.50, at the rate of $667.94 per month, including the salaries of three expert boatmen.

The service has received the unqualified commendation of all the leading vessel owners on the lakes, and efforts to improve its efficiency will be continued. Capt. James Davidson, one of the largest operators engaged in this traffic, writes as follows:

The Detroit marine post-office is one of the greatest institutions ever established for the benefit of lake commerce. We own and operate 26 ships, and since the marine post-office has been established we have never had a single complaint to offer, and none of our ships have ever missed their mail. Very often on short notice we send telegrams to our ships in care of the marine post-office with special-delivery stamp, and these usually have important orders. We have never had a case in which they have miscarried in any way. We wish to compliment and also congratulate you on the efficiency of the service.

CARRIERS' UNIFORMS AND SERVICE INSIGNIA.

The recommendations submitted last year regarding carriers' uniforms and the expediency of authorizing the use of a lighter weight material than theretofore prescribed for the summer suit having been adopted and an amendment to that effect promulgated, it is gratifying to report the relief and satisfaction the new regulation afforded.

Each summer heretofore the Department has been in receipt of numerous complaints, especially from Southern cities, touching the discomfort experienced by the carriers in wearing their summer flannel uniform, but during the past season, since the amended regulation providing for light serge skeleton coats, these complaints have ceased entirely.

The present regulations, regarding the insignia that shall be worn to indicate the term of employment in the free-delivery service, prescribes a stripe of braid to be worn on the lower sleeves—one stripe for each term of five years.

In the case of veteran carriers entitled to wear several such honorable stripes, it has been found that these braided sleeves begin to show the effects of wear in advance of other portions of the uniforms; also that the braid readily becomes soiled and weather stained, and sometimes loosened, and thus liable to catch upon projections and hamper the free use of the arms. A discontinuance in the use of stripes is therefore suggested, and to this end it is believed that the uniforms will have a far neater appearance by the substitution of stars in lieu of the stripes.

An amendment to the postal laws and regulations will therefore be submitted for approval at an early day, providing that the period of service as letter carriers and substitute carriers shall be indicated as follows:

5 years' service, one black silk star.
10 years' service, two black silk stars.
15 years' service, one red silk star.
20 years' service, two red silk stars.
25 years' service, one silver star.
30 years' service, two silver stars.
35 years' service, one gold star.
40 years' service, two gold stars.

For substitute carriers a black cloth bar one-fourth inch wide and 1½ inches long.

All stars to be three-fourths inch in diameter and placed one-half inch above black braid on each sleeve, equidistant between seams.

The black cloth bar of substitute carriers to be worn one-half inch above the black braid on each sleeve, equidistant between seams.

THE EIGHT-HOUR LAW.

The subject of the eight hour law, and the effects of its operation upon the free-delivery system, has been presented in previous reports, and all that has been said regarding its wasteful cost and unsatisfactory workings may be reiterated with added emphasis. Each year only serves to prove the impracticability of applying existing legislation to the conditions peculiar to the free-delivery service without causing great loss to the Department and unnecessary hardship to the carriers. The law acts as an iron band on the system, depriving it of that elasticity which is an element of the first importance in the successful conduct of every large business. It is based upon the theory—if it has any logical basis—that the mails flow even and uniform in quantity each day of the week. It ignores the fact that the mails of the country have tides almost as regular as those of the sea. During the periods of high tide, or extraordinary mails, it becomes impossible to handle and deliver the volume of letters within the eight hours fixed by the law. On the other hand, at the low-tide periods the distribution can be accomplished in considerably less than the eight hours; but as the law requires each day's service to be accounted for separately, it follows that between these two extreme conditions much valuable time is lost to the Government, to say nothing of the perplexity and dissatisfaction engendered.

The time schedules under which the carriers work are arranged with a view to delivering within the eight hours the mails on Mondays and other days in the week when the tonnage is greatest; therefore, it follows that on those days when the volume of mail matter is lightest the carriers are not actually employed the entire eight hours. This loss in "undertime," it is estimated, as stated in the report of the previous year, averages about twenty minutes per day for every carrier employed, and is equal to the full time of about 550 carriers. This represents a money loss, owing wholly to the rigidity of the law, of $500,000 per annum.

If these working-time schedules were framed upon the basis of the smallest volume of mail received on the "light" days a block up would ensue at all the large offices on the "heavy" days, the sequence of which would be the making of "overtime" by the carriers (time at work exceeding eight hours), and as the Federal courts hold that carriers are entitled to pay for all such excess time employed and the Government has paid in the past several years three and three-quarter million dollars in liquidation of overtime claims, it can readily be seen that such time schedules would entail a renewal of this practice, with its abuses, and the net result would be a loss amounting possibly to over a million dollars a year. Only by the enforcement of the most stringent rules and penalties has the Department at last succeeded in rendering it all but impossible for carriers to make overtime. A limited quantity of "undertime" costs less than an unascertainable amount of "overtime." The Department therefore is pursuing the most economical course possible under the circumstances in the enforcement of the law. How this enactment affects the carrier and renders necessary the enforcement of stringent

and at times galling rules to prevent the making of overtime has been fully set forth heretofore.

All of these conditions, unsatisfactory to the public, to the Department, and, as is believed, to the carriers themselves, could be largely obviated and overcome by a single modification of the law which would in no wise destroy its cardinal principle or negate its benefits to the carriers. If instead of eight hours per day the law provided for six days' work of forty-eight hours, and as many hours on Sundays, not exceeding eight, as the exigencies of the service required, it would permit an equalization of the work among the carriers during the week that would result in a far more efficient service. The many hours of "undertime" now lost to the Department—and from which the carriers derive no benefit whatever—would be used to great advantage and a fuller return obtained for the large sums annually paid in salaries. The recommendation for the early amendment of the law on the above lines is therefore again renewed and respectfully urged.

The special joint committee of the House and Senate, created at the last session of Congress and empowered to sit during the recess, was authorized to examine, among other matters affecting the postal service, into the operation of the eight-hour law, and confident in the belief that the honorable committee will find the views herein set forth to be well founded, the hope is expressed that early in the coming session a report will be submitted providing for a remedial amendment of the law on the forty-eight-hour plan, as above earnestly recommended.

SUPERANNUATED CARRIERS.

The presence of many veteran carriers on the forces of the older free-delivery cities and the yearly increase in their number admonishes the Department that sooner or later the efficiency of the system will be threatened by the physical disabilities that are overtaking these venerable employees. This subject therefore is worthy of consideration at the present time, with a view to reaching an equitable and just solution of this problem when decisive action shall become a necessity. In several cities the curtailment of the routes of these aged carriers is already practiced and short special routes, commensurate with their endurance, have been given them.

This practice, of course, leads to an increase of the force to supply the territory withdrawn from the veteran. A carrier almost worn out, in a physical sense, through long-continued performance of his duties, and yet retaining the full possession of his mental faculties and his devotion to his work, is an employee who challenges the sympathy of his superiors, while at the same time they are convinced that, for his relief as well as for the good of the service, some change in his employment should be made. To dismiss him simply because he is old and has been faithful is heartless; to continue him to the detriment of the service is hardly justifiable.

Remedial measures therefore ought to be devised before the increasing percentage of superannuation begins to weigh heavily upon the efficiency of the service.

This question has for some time been a subject of serious consideration by the carriers in their deliberations at the meetings of their several State associations, and particularly at the annual conventions of their national association. They appreciate more keenly, perhaps, than the officials or the general public the vital importance of some provisional legislation in the premises at no distant day.

As a body they have broad and practical views on the subject, real-

izing, no doubt, that it was not the intent of the present law that after a carrier had reached the $1,000 grade he should necessarily continue to draw that sum from the Treasury for the remainder of his life, regardless of his growing inefficiency.

It is understood that the carriers, through their national organization, will, at the coming session of Congress, propose the enactment of a law authorizing the retention from their monthly salaries of a small fixed sum to be held by the Post-Office Department as a trust fund from which annuities or pensions may be paid to superannuated or disabled members who have served a certain period. Such a plan is to be commended and would have the cordial approval of the Department, as it would entail no additional expense or work on the Government other than the matter of bookkeeping and investing the funds, ample facilities for which already exist. Any efforts, therefore, that the carriers may initiate in this direction will meet with cooperation, as it offers a solution in harmony with the spirit of our institutions, and would have beneficent and far-reaching effect both to the carriers and the service.

REGISTRATION OF LETTERS BY LETTER CARRIERS.

The Third Assistant Postmaster-General, in whose Bureau the registry system is handled, is perfecting a plan for the registration of letters by letter carriers. In this he is receiving the earnest cooperation of this Bureau, whose officials are always ready to further any practical plan or scheme looking to the extension of postal facilities to the very doors of the people.

As soon as the special rules now being prepared for the guidance of letter carriers shall have been promulgated, this improved registry system will be inaugurated in the larger free-delivery offices.

This departure in the registry system will prove a great boon to the public, and, I am confident, a complete success from a postal standpoint, for there is no doubt it will receive the full support and cooperation of postmasters, and all letter carriers as well.

DIVISION OF POST-OFFICE SUPPLIES.

The principal duties charged to this division are to furnish copy for advertisements and arrange specifications for contracts for supplies, and, when contracts have been awarded by the Postmaster-General, prepare them for execution; to order and receive from contractors the articles to be supplied to the Department and the postal service, and to inspect all goods upon their receipt; to superintend the purchase in open market of any articles required by the exigencies of the service; to prepare and record all requisitions upon the Public Printer for books and blanks for the Department and postal service, and to inspect such books and blanks upon their receipt; to examine requisitions made by departmental officers and postmasters for supplies, making proper allowance thereon, and to issue, pack, and transmit the same; to keep book accounts with the several contractors, the respective divisions of the Department, postmasters, and all other branches of the postal service, and to keep record of all expenditures made under the several appropriations allotted to this division.

From the beginning of the war with Spain the supplies for the military stations, as well as the entire postal service in Cuba, Porto Rico, and the Philippine Islands, have been handled and sent out by the division of post-office supplies, which resulted in a large increase of work for the division during the year.

The following statements exhibit in detail the work done and the amounts expended under the several appropriations by this division during the fiscal year, also the appropriations made for the fiscal year ending June 30, 1900, and the estimated needs for the fiscal year ending June 30, 1901:

TABLE I.—*Statement showing the number of requisitions filled and filed for the various classes of articles furnished during the fiscal year ended June 30, 1899.*

Wrapping paper and twine	25,837
Scales	5,856
Blanks and books	333,486
Stamps, canceling ink, stamping pads, and steel type	117,991
Stationery	5,958
Total	489,128

TABLE II.—*Statement showing the number of packages, sacks, and cases, both ordinary and registered, sent out during the fiscal year ended June 30, 1899.*

From stationery room:	
Packages	3,970
Sacks	1,179
Cases	5,015
From blank room:	
Packages	285,923
Sacks	20,259
From paper and twine room:	
Burlaps of twine	9,938
Sacks of twine	14,711
Sacks of paper	1,969
Bundles of paper	7,175
Sacks of blank facing slips	3,438
Sacks, registry receipt cards, and books	430
Cases of scales	6,454
Packages, registered	521

TABLE III.—*Statement showing quantity of principal articles furnished during the fiscal year ended June 30, 1899.*

Blanks		161,420,537
Facing slips		617,174,000
Books		325,715
Letter heads, note heads, and reference slips	reams	10,081
Marking, rating, and canceling stamps		13,085
Jute twine	pounds	1,483,376
Cotton twine	do	1,316
Hemp twine	do	3,937
Flax twine	do	4,230
Letter balances and scales		7,045
Wrapping paper	reams	52,562
Canceling ink	pounds	33,008
Inking pads		71,552
Envelopes		655,150
Card blotters	sheets	292,868
Cardboard	do	96,251
Scratch blocks	dozen	6,407
Examination cards		1,071,500
Rubber bands	pounds	12,217
Rubber bands	gross	4,883
Rubber erasers	dozen	900
Pens	gross	12,958
Penholders	dozen	9,958
Lead pencils	do	21,600
Writing ink	bottles	20,000
Mucilage	do	9,290
Mucilage and inkstands	dozen	1,157
Sponge cups and paper weights	do	507
Steel erasers and envelope knives	do	804
Shears	do	386

Rulers and folders	dozen	297
Carbon and semicarbon paper	sheets	189,424
Rubber stamps		14,222
Rubber-stamp pads		10,003
Press-copy books		2,769
Copying and blotting pads		3,044
Thumb tacks	dozen	3,657
Pen racks, clips, and letter files	do	407
Sealing wax	pounds	6,290
Paper fasteners		242,100
Pins, pyramids		5,477
Pins	pounds	1,138
Sponge	do	488

Besides the above, there have been received and disposed of during the same period packages from the Government Printing Office aggregating in number 174,889.

TABLE IV.—*Statement showing the more important items of clerical labor performed during the fiscal year ended June 30, 1899.*

Entries:	
Wrapping paper and twine	29,563
Stamps	17,070
Scales	5,799
Ink and pads	39,800
Ledgers	6,215
Stationery accounts	82,685
Public Printer accounts	32,166
Itemized:	
Accounts for first and second class offices	1,067
Inspectors' reports	812
Orders on contractors	1,055
Labels and tags written	410,616
Circular letters sent	542,623
Letters written	2,439
Receipts written	35,573
Bills passed	1,048
Exigency allowances to postmasters	1,334
Books of record and press-copy books	69
Pieces of mail received	347,156

TABLE V.—*Showing the number of requisitions, reprimands, etc., in relation to postmarking stamps during the fiscal year ended June 30, 1899.*

Number of requisitions for postmarking and receiving stamps	10,973
Number of requisitions filled	6,389
Number of requisitions declined	4,584
Number of reprimands sent to postmasters and railway postal clerks for failure to properly postmark	36,534
Number of answers to reprimands	36,151
Number of requisitions for receiving stamps examined and disallowed on account of limited salary	4,456
Number of card requisitions examined as to character of postmarking and back stamping	69,236
Number of stamps repaired	1,499

TABLE VI.—*Statement showing appropriations, expenditures, and balances unexpended for the fiscal year ended June 30, 1899.*

Names of articles	Appropriations.	Expenditures.	Balance.
Stationery, Post-Office Department	$7,000	$7,000.00	
Stationery in post-offices	55,000	54,990.95	$9.05
Marking and rating stamps	27,000	26,999.68	.32
Letter balances and scales	7,500	7,497.68	2.32
Wrapping paper	45,000	42,233.43	2,766.57
Wrapping twine	90,000	89,999.95	.05
Packing boxes	1,000	998.84	1.16
Printing facing slips, etc	20,000	19,999.97	.03
Printing and binding	195,000	195,000.00	

STATIONERY FOR THE POST-OFFICE DEPARTMENT.

The appropriation for stationery and free penalty envelopes was $7,000, all of which was expended.

The appropriation for the present fiscal year is $7,000, and I recommend that a like amount be appropriated for the next fiscal year.

STATIONERY IN POST-OFFICES.

For stationery in post-offices, $55,000 was appropriated, of which $54,990.95 was expended, leaving a balance of $9.05.

Stationery is required by eleven division superintendents of the Railway Mail Service; by twelve post-office inspectors in charge of divisions, and by the stamp and postal-card agencies, in addition to that supplied to offices of the first and second classes.

For this purpose an appropriation of $55,000 has been made for the present fiscal year for "stationery for postal service."

On July 1, 1899, there were raised to the second class about 100 post-offices, all of which are now being supplied with stationery; with this increased demand, and the rise in prices for goods in this line, it is estimated that for the fiscal year ending June 30, 1901, an appropriation of $55,000 will be needed, and I so recommend.

LETTER BALANCES AND SCALES.

Out of an appropriation of $7,500 for letter balances and scales, the sum of $7,497.68 was expended, leaving a balance of $2.32. The system has been continued of requiring postmasters when ordering new scales to return old or broken ones for repair.

There were repaired and reissued during the fiscal year 1,081 8-ounce balances, 251 4-pound scales, and 26 250-pound scales, resulting in a saving, at the contract prices, of $1,449.35.

The appropriation for the present fiscal year is $10,000, and it is estimated that a like amount will be required for the fiscal year ending June 30, 1901, which is recommended.

WRAPPING PAPER.

For this item an appropriation of $45,000 was made, of which $42,233.43 was expended, leaving a balance of $2,766.57.

The appropriation for the present fiscal year is $30,000, and I recommend the appropriation of a similar amount for the next fiscal year.

WRAPPING TWINE.

There was appropriated for this item $90,000. The expenditures were $89,999.95, leaving 5 cents balance.

A device for tying packages of letters has been submitted to the Department. This will be given a thorough test, and if found to be satisfactory and economical it may be adopted throughout the postal service and result in material saving.

The appropriation for the present fiscal year is $90,000, which will not be sufficient, owing to the increased demand for twine and the rise in price. This will necessitate a deficiency appropriation $10,000.

It is estimated that the sum of $100,000 will be required for the next fiscal year, and I recommend an appropriation of that sum.

PACKING BOXES, SAWDUST, PASTE, AND HARDWARE.

The appropriation for these items was $1,000, of which there was expended $998.84, leaving a balance of $1.16.

The amount appropriated for the present fiscal year is $1,000, and it is recommended that a like sum be appropriated for the next fiscal year.

PRINTING FACING SLIPS, CARD-SLIDE LABELS, BOOKS, BLANKS, ETC.

For these items $20,000 was appropriated, and $19,999.97 expended, leaving a balance of 3 cents.

In addition to furnishing printed facing slips and card-slide labels to offices of the first and second classes, and cutting blank facing slips for the postal service generally, this appropriation provides for the purchase of "books and blanks of an urgent nature," and is of great importance in emergencies, enabling the Department to have filled without delay many requisitions for books and blanks required for immediate use. This is done at the lowest possible cost, all work of this kind being submitted to competition, which results in a great saving to the Department.

There is a steady increase in the demand for the articles furnished under this appropriation, and to supply the same the entire appropriation for the present fiscal year, $20,000, will be required.

For the fiscal year ending June 30, 1901, I recommend an appropriation of $20,000.

PRINTING AND BINDING.

The appropriation for printing and binding was $195,000, all of which was expended, as follows:

For the use of the office of the—	
Postmaster-General	$1,809.39
First Assistant Postmaster-General	4,980.80
Second Assistant Postmaster-General	31,032.59
Third Assistant Postmaster-General	20,489.02
Fourth Assistant Postmaster-General	4,758.01
Total	63,069.81

This left $131,930.19 to supply the postal service with blanks and books necessary to conduct the business throughout the United States. This made it necessary to deny the requisitions of postmasters for many blanks and books which have been heretofore furnished, and which, though convenient, were not considered absolutely necessary to the service.

The appropriation for the present fiscal year is $195,000, but owing to the increase of 10 per cent in charges for blanks and books on account of the Public Printer having been authorized by act of Congress to pay compositors, bookbinders, and others about 25 per cent additional wages, it is estimated that there will be a deficiency of $20,000. It is therefore recommended that for the fiscal year ending June 30, 1901, an appropriation of $215,000 be made.

POSTMARKING AND RATING STAMPS, INKS, PADS, ETC.

The appropriation for these items was $27,000; of this amount the sum of $26,999.68 was expended, leaving a balance of 32 cents.

The expenditure of this sum was due to efforts to continue to supply the postal service with a better class of postmarking stamps, inking pads, and canceling ink which effectively destroys postage stamps.

In my report of 1897 was set forth at length the unsatisfactory condition of the postmarking and back-stamping done at post-offices throughout the country. The reprimanding of postmasters has been continued when complaints were received from the public, or where the postmarking upon official correspondence was illegible. It is gratifying to be able to state that complaints of this character have steadily diminished, and few or none have been received from merchants or manufacturers on account of illegible postmarking for more than a year; and this work is now being done in a fairly satisfactory manner. This result has been accomplished by prompt attention to the requisitions of postmasters, and the improvement in the quality of materials furnished by the Department.

In addition to the States mentioned in my last report, all offices in Kentucky, Michigan, Minnesota, and Mississippi have been supplied with the superior quality of ink now being purchased, leaving only the States of Missouri, North Carolina, Ohio, Pennsylvania, Tennessee, and Texas to be reequipped.

Reports have been received in regard to the new canceling ink from postmasters, railway mail superintendents, and postal clerks from every section of the country. The following extracts from communications show how it is regarded after constant use for more than a year in the various branches of the service:

From superintendent of the first division, Railway Mail Service:

I have conferred with a number of clerks in this division who have used this ink, and they are all of the opinion that it is the best that they have ever had. Captain Bartlett, who has charge of our supply room and issues ink to clerks, states that they, in general, speak very favorably of it, and there have been but two clerks in the division who have found any fault, and in those cases there seems to have been no grounds for their complaints, the trouble being with the pad and not with the ink.

From superintendent of Second division, Railway Mail Service:

I have to report experience with the Ault & Wiborg canceling ink, No. 3, as generally very satisfactory, and throughout the division it is reported as the best canceling ink that has ever been furnished. The principal favorable points in regard to it are as follows: (1) It does not gum up or harden the pad; (2) it makes a good, clear impression; (3) when used for canceling it dries quickly on the envelope and avoids smutting the mail; (4) it does not clog up the type; (5) it is more lasting, and the pads do not require so much attention nor such frequent inking as has been experienced with former inks; (6) it is never necessary to oil the pad to keep it soft. A careful canvass has been made of the chief clerks and representative railway postal clerks, and this is practically the unanimous opinion prevailing throughout the division.

From superintendent of Third division, Railway Mail Service:

I have the honor to state that since the adoption of the Ault & Wiborg, No. 3, canceling ink, I have received no complaints in regard to ink from clerks or from postmasters in this division, which was frequently the case prior to the adoption of this ink. From observations I am satisfied that it makes a much better postmark than the old ink, and that it does not thicken or gum up as did the ink in use prior to the adoption of the Ault & Wiborg ink. The clerks with whom I have conversed in regard to the matter are of the opinion that it is a decided improvement.

From superintendent of Sixth division, Railway Mail Service:

I have to say that individual reports have been received from all the chief clerks in this division, and are to the effect that the ink gives eminent satisfaction in every way, and is the best that has ever been furnished. The statements of the chief clerks are based largely on reports from railway postal clerks using the ink, and on personal experience.

From superintendent Eighth division Railway Mail Service:

I beg to report that the Ault & Wiborg No. 3 canceling ink has given eminent satisfaction in this division. The universal testimony of chief clerks and railway postal clerks who have been questioned on the subject is that this ink is the best which has ever been furnished by the Department. Except on a few lines in the

southern portion of the division, running through Arizona and southern California, there has been no complaint about the ink hardening and the pads becoming gummed, as was the case with the old ink. The hot climate of Arizona may produce this effect in a measure.

From superintendent Tenth division Railway Mail Service:

I beg to say that the testimony of all our clerks, so far as I have been able to interrogate or receive reports from them, is that the ink in question gives universal satisfaction and is very far superior to any canceling ink previously furnished by the Department.

From superintendent Eleventh division Railway Mail Service:

Our experience with the Ault & Wiborg canceling ink, No. 3, which was introduced about a year ago, leads me to believe that this is the best canceling ink by far which we have yet had. As compared with the ink furnished immediately preceding the Ault & Wiborg ink, will say that the latter is infinitely superior. With the use of the other ink the canceling pads were rendered unserviceable within a very short time after being issued to clerks, and we were continually having to furnish them with new pads. The ink would get hard and render the felt on the pad as hard as a piece of wood. Since the use of the Ault & Wiborg ink there have been only five pads, that we have had any record of, turned into this office on account of being unserviceable, and some, if not all of these, were probably used with the old style ink.

Superintendents of other divisions of the Railway Mail Service have forwarded numerous reports from chief clerks and railway post-office clerks of the same tenor.

From the postmaster, New York City:

I have to inform you that it (this ink) has proven to be very satisfactory; it gives a clear impression of the postmarking stamp, is easily absorbed by the pads, and does not gum same.

From the honorable Second Assistant Postmaster-General:

I have the honor to acknowledge receipt of your favor of the 24th ultimo, in which you ask regarding the result obtained from the use of the Ault & Wiborg No. 3 canceling ink, and in reply take pleasure in stating that there has been a very marked decrease in the number of complaints of failures of postmasters and railway postal clerks to cancel stamps. Previous to the introduction of the ink now in use—namely, that before mentioned—the number of reports of this character were from 5 to 20 daily, while at the present time we do not receive to exceed 5 to 10 per month.

From the Chief of Division of Correspondence:

Referring to our conversation as to the number of complaints concerning failures to properly cancel postage stamps and postmark letters, now being received at the Department, as compared with those received about a year ago, I have to advise you that very few complaints are now coming in; in fact, they are seldom received, while prior to ten months or a year ago this office received such complaints every day.

This office has received communications from four or five foreign countries (two of which are herewith submitted), making inquiry in regard to the canceling ink now in use in our postal service, which indicate a widespread interest in the subject.

The following was received from the comptroller of postal stores of Ottawa, Canada:

I have the honor to ask if you will kindly oblige this department by having sent to the undersigned samples of the postage-stamp canceling ink at present used in the United States postal service, together with the prices paid for the same, and the names of the firm or firms from which the ink is procured. Of course this department will be glad to pay for these samples if the ink is accompanied by the invoice.

From an official of the Belgian postal service:

I am desirous to try the new canceling ink used in the post-offices of the United States. I have the honor to request that you will send me a sample of the same, for which I will pay you. I shall also be greatly obliged if you will furnish me the name and address of the manufacturer of this ink and the price at which my administration could obtain a supply of the same.

Realizing the great importance to the business world and the revenues of the postal service of securing the best quality of canceling ink, a request was made of the officials of the general post-office of London to furnish this office with a sample of the canceling ink in use in the postal service of Great Britain. The following reply was duly received:

GENERAL POST-OFFICE,
London, 16 November, 1898.

Sir: In compliance with the request made in your letter of the 17th of last month, addressed to Mr. Lewin Hill, the postmaster-general has much pleasure in sending to you herewith a sample of the stamping composition used in this office for date and canceling stamps. The composition is supplied by Messrs. De La Rue & Co., of Bunhill Row, London, E. C., and the cost is 3s. 4d. per pound. The price is, however, dependent upon the quantity supplied, and the contractors state that if a smaller quantity than is supplied to this department were required it might be necessary to charge from 1d. to 2d. per pound extra.

No special tests are applied to the composition before it is accepted, but if it were found at any time not to fulfill the particular purposes for which it is obtained it would be rejec ed.

I have the honor to be, sir, your obedient servant,

H. BUXTON FORMAN.

PERRY S. HEATH, Esq.,
First Assistant Postmaster-General, Washington.

A sample of ink transmitted with the foregoing letter was subjected to the test established by the supply division, and it was found not to be superior to the ink now being supplied by this office, although the cost of the same is more than three times as great.

The only complaints received against the new canceling ink have come from small offices, and where these complaints have been investigated it has been found that the postmasters have failed to observe the instructions sent with the ink. In many cases it was found that inadvertently some of the old ink on hand had been used upon new pads by postmasters, with the invariable result that the pads became gummed. This ink will not work well upon inking pads containing any other ink, and to prevent such accidents it will be necessary to have all old ink and pads removed from post offices.

Heretofore the contract for supplying canceling ink has been given to the lowest bidder, as per sample accompanying the bid, as required for the award of contracts for other supplies, the special law in relation to the purchase of canceling ink having apparently been overlooked. The act of January 20, 1878, section 1 (20 Stat. L., 240), is as follows:

That the Postmaster-General be, and he is hereby, authorized to adopt a uniform canceling ink or other appliance for canceling stamps, which experiments and tests have proved or may prove to be the most practicable and the best calculated to protect the revenues of the Department from the frauds practiced upon it, to be used in all the post-offices where stamps are canceled, and he is hereby authorized to distribute said canceling ink or other appliance in the same manner as other supplies are now distributed to the different post-offices in the United States; and to this end the Postmaster-General is hereby authorized to use any funds of said Department heretofore applicable: *Provided*, That the same shall not increase the expenditures of said Department for the purposes named in this section.

The difficulty in securing uniform and satisfactory canceling ink by the ordinary method of awarding contracts caused me to submit the above statute to the honorable Assistant Attorney-General for the Post-Office Department, and in his opinion it was held that under this act of Congress it was not necessary to advertise for bids for canceling ink, but that the same could be purchased in the open market under sufficient competition to protect the Department from exorbitant charges. This office is therefore enabled to supply an ink equal to the standard adopted.

In a former report attention was called to the fact that the canceling ink in use failed to cancel postage stamps effectively and that stamps could be readily reused. At that time numerous advertisements by different persons and firms were noticed in newspapers offering specified amounts to anyone who would send them stamps which had been used in lots of 1,000,000, etc. Since the introduction of the new canceling ink, it has been observed that these advertisements have entirely ceased.

INKING PADS.

The inking pads which have been furnished postmasters for many years consist of an elastic material or roller composition with a top piece of felt. Such pads are objectionable for several reasons.

First, the composition becomes too soft in hot and too hard in cold weather, and frequently melts entirely in transportation by being placed too near the heaters in postal cars, or when exposed to the sun; second, the felt is securely attached to the base of the composition, and the entire pad becomes useless when the felt is worn out, and a new one has to be supplied. When the above is taken into consideration, these pads prove to be very expensive.

Samples of pads of a different character are now being tested, and if the test proves them satisfactory they will be adopted for the use of the service.

POSTMARKING STAMPS.

The reprimands given postmasters for illegible postmarking and the correspondence in relation thereto has enabled this office to keep in touch with the needs of the service. The defects found to exist in postmarking stamps and type for same have been remedied to a large extent, and a much better class of stamps is now being furnished. In this connection I desire to call attention to the fact that it requires a large and extensive plant to manufacture postmarking and other stamps required by the Department. Under existing laws contract can only be made for one year at a time, and the bidders are consequently few. I recommend that this be changed so that the contract for these items be made for one year, with the privilege on the part of the contractor and the Postmaster-General of renewing it year after year for four consecutive years.

CARD REPORTS ON POSTMARKING OUTFITS.

A new set of card reports from the various post-offices, giving the impressions of postmarking and receiving stamps, and showing condition of postmarking outfits, is now complete for all of the offices, except those in the States of Missouri, North Carolina, Ohio, Pennsylvania, Tennessee, and Texas, these States not having been supplied with the new ink. These reports show that a large number of new stamps will be required before the service is properly equipped, and that the appropriation of $40,000 for the present fiscal year will be expended.

Whenever a request is received for a postmarking stamp the card report of this office is examined, and it furnishes complete data in relation to the supply on hand and character of the same, so this office is in position to properly decide whether a new stamp should be furnished or not. The statement given showing the number of stamps declined indicates a large saving being made by the introduction of

this system. It has been found in many cases where this office has declined to furnish a new postmarking stamp that the postmaster only required a single type, when in fact he had ordered an entirely new stamping outfit. These reports have also developed the fact that many postmasters have for many years been using old, worn out postmarking stamps, with which legible postmarking could not be done. In such cases new outfits have been supplied, and in this way the appropriation has been expended to the very best interests of the entire service.

REPAIRS AND POSTMARKING STAMPS.

The contractor for postmarking stamps during the last fiscal year has maintained in this city a repair shop. This has been very useful in filling emergency orders, and repairing such stamps as have been sent to this office for that purpose. The maintenance of such shop is required by the terms of the contract for the present fiscal year.

Constant attention has been given to the matter of postmarking equipment for the postal service since the beginning of this administration, as I fully realize the importance of the subject. The Government had lost revenues on account of the reuse of postage stamps, which was due partly to the ease with which the canceling ink then in use could be washed from stamps which had been canceled. The first set of card reports received in 1897 showed that in a majority of post-offices the postmarking outfits were in such condition that legible postmarking and effective cancellation of postage stamps could not be had, and the Department was in receipt of thousands of complaints from the public in relation to illegible postmarking and back-stamping.

Efforts will be continued to keep all post-offices properly equipped in the future. Unless constant vigilance in this direction is exercised this branch of the service will soon relapse to its former condition, which would be deplorable.

As stated above, the appropriation for the present fiscal year, $40,000, will be consumed. This will enable the Department to equip a large portion of the service with suitable postmarking stamps and pads, which should last several years (these articles heretofore having been of inferior quality). It is therefore estimated that for the fiscal year ending June 30, 1901, an appropriation of $30,000 will be sufficient, and this amount is recommended.

NEW BUILDING NEEDED FOR SUPPLY DIVISION.

The recommendations in previous reports in relation to securing more suitable quarters for the division of post-office supplies are renewed, and attention is called to the need for increased facilities for this division, as set forth hereafter.

The building occupied by the division of post-office supplies is, in my judgment, entirely unfitted for the purpose. As originally constructed it was a large hall and had but one floor. It was lighted from the roof with the exception of windows in front and rear and some in the side next to an alley. In that condition it was used at various times as a church, gymnasium, skating rink, etc. It has been altered for present use by the construction of two board partitions, a second floor over the greater portion, and a platform in the rear. This building is considered structurally weak. The wall on the side next to the alley had to be partially removed and rebuilt a few years ago to prevent collapse.

The walls are now cracked. The second floor can not be used for storage, the principal use for which it is needed, on account of weakness. The second floor cuts off the light from the central portion of the ground floor, with the exception of a few windows on one side along the alley, leaving insufficient light for the force which must occupy it, and necessitating the constant use of electric lights. The ground-floor space is not sufficient for handling the supplies received and shipped, the mail amounting to a daily average of about 12 tons. The goods received from contractors are necessarily piled or stacked unusually high, making them unsafe and causing unnecessary labor and expense in both receiving and shipping. All freight and mail are received and dispatched from the rear of the building, where the platform is several feet higher than the floor, necessitating the use of an elevator. The one in use is a primitive hand lift, which overstrains the men operating it.

The door and platform spaces are not sufficient for receiving and shipping goods at the same time, and often cause delay and confusion. These defects in the building cause unnecessary labor and loss to the Government. But, in addition to that, it is so constructed as to make it impossible to keep it properly heated in winter or ventilated in summer. The plumbing has been improved, but is not good. The dust is very great, and injures the blanks and stationery, rendering a large quantity useless every year. It also makes it difficult to keep the building clean, and is a source of constant annoyance. About 18 feet have been cut off from the front of the building by board partitions, making two rooms on each floor. These are occupied by the superintendent of the division and a number of clerks, but are so connected with the stock rooms as to be poorly adapted for the purpose.

The nature of the structure and the inflammable character of the stock are such that in case of fire a total destruction of many thousands of dollars' worth of goods and valuable records would be inevitable, and result in great embarrassment to the service.

The rent of the building is $4,000 per annum, which is 5 per cent interest upon $80,000 investment. The Government should construct or lease a building, adjacent to that at present occupied by the Post-Office Department, suitable for a supply division.

HORSE AND VEHICLE.

The use of a horse and vehicle for the division of post-office supplies, under control of the First Assistant Postmaster-General, has become necessary.

The distance of the division from the main building, and the delivery of supplies to the different divisions of the Department, the frequent calls for hurried work from the Public Printer, and the vast increase in the work of the division generally, render it imperative that additional facilities be provided. The horse and wagon now used by the Department is not sufficient for the work required, other bureaus of the Department having need of its services most of the time.

I recommend that an appropriation of $1,300 be made for the purchase, exchange, and keeping of a horse, and the purchase and repair of vehicle and harness for the same.

REPAIRING STAMPS AND SCALES.

Many postmarking stamps are returned from post-offices for repairs, costing the Department a considerable sum each year. There are also

many broken scales returned, some of which, being slightly damaged, are repaired, but many have to be disposed of as waste material, there being no facilities in this division to put them in order.

I therefore recommend that an appropriation of $300 be made for the necessary material, tools, appliances, etc., for that purpose.

The following statement shows the estimated appropriations for the fiscal year ending June 30, 1901, as compared with those for the present fiscal year:

	1899–1900.	1900–1901.
For stationery and blank books, including the amount necessary for the purchase of free penalty envelopes	$7,000	$7,000
For stationery for the postal service	55,000	55,000
For wrapp ng twine	90,000	100,000
For wrapping p.per	30,000	30,000
For letter b.lances, scales, and test weights and repairs for same	10,000	10,000
For postmarking and rating stamps and repairs to same, and ink and pads for stamping and canceling purposes	40,000	30,000
For packing boxes, sawdust, paste, and hardware	1,000	1,000
For printing facing slips and cutting same, card slide labels, blanks, and books of an urgent nature for the postal service	20,000	20,000
For printing and binding	195,000	215,000

The following statement shows the additional appropriations required for the fiscal year ending June 30, 1901, to carry into effect the recommendations above made:

For the purchase, exchange, and keeping of a horse, and the purchase and repair of vehicle and harness for the same	$1,300
For material, tools, appliances, etc., for repairing postmarking stamps and scales	300

THE POSTAL MONEY-ORDER SYSTEM.

The postal money-order system has been characterized as "in no small degree a meter of the financial condition of the large class of people of small means who have occasion to make what might be termed domestic remittances."

It was the pleasure of the Postmaster-General, in reviewing its operations in 1885, to remark that "twenty years of practical experience have now demonstrated its great usefulness, and its growth, yet far from realized, testifies the public approbation and enjoyment of the convenience it affords our people."

The confidence reposed by the public in its methods, then "far from realized," has been demonstrated in a practical way during the past year to an extent which is alike phenomenal and gratifying.

The features of special interest and worthy of comment in this the thirty-fourth year of its operations are—

(1) An increase of $20,000,000 in the amount of orders issued during the fiscal year—a greater increase than during any prior like period.

(2) Completion of arrangements for the mutual exchange of orders with Russia and Mexico—among the important events in the history of the system.

(3) The successful inauguration of a counterpart of its domestic system in Cuba and Porto Rico.

(4) The introduction of a domestic form, in shape, design, and appearance dissimilar from all forms heretofore used; the contem-

plated introduction, on January 1 next, of an international form, the advices of both to be issued by the carbon process, and both embodying the special feature of a receipt to the remitter.

OFFICES IN OPERATION, ESTABLISHED, DISCONTINUED, ETC.

The number of post-offices transacting money-order business at the close of the fiscal year, the number of offices opened, and the number closed during that period are as follows:

Domestic:	
Number of offices in operation June 30, 1899	26,784
Number established during the year	4,586
Number discontinued	190
Net increase	4,396
International:	
Number of offices in operation June 30	3,369
Number established during the year	217
Number discontinued	18
Net increase	199
Limited:[1]	
Number of offices in operation June 30	843
Number established during the year	2
Number discontinued[2]	192
Net decrease	190

The number of offices in operation on October 1st was:

Domestic	29,096
Limited	66
International	3,470

DISCONTINUANCE OF LIMITED OFFICES.

Following the abandonment of the issue of postal notes, June 30, 1894, it was deemed advisable to establish a class of money-order offices at the smaller places, with limited money-order facilities, to take the place of the offices then known as postal-note offices (authorized to issue but not to pay postal notes). These offices, termed "limited," have not exceeded about 1,000 in number. The experiment proving unpopular, because of the inability of such offices to pay orders (they being permitted to only issue orders limited in amount to $5), it has been deemed necessary to discontinue all such and to hereafter give to all offices the same privileges and facilities. Measures to that effect have been in progress during the past six months. On December 31 next all the "limited" offices will have been discontinued as such and reestablished as ordinary money-order offices.

[1] A limited money-order office is an office authorized to issue money orders for sums not exceeding $5 each, but is not an office of payment.

[2] Of this number 181 were made full money-order offices.

OPERATIONS FOR THE FISCAL YEAR.

The following tables show in detail the transactions of the system for the fiscal year:

Issues and payments.

	Number.	Amount.
DOMESTIC.		
Domestic orders issued	29,007,870	$211,213,592.84
Orders paid	29,174,480	211,456,156.83
Excess of payments	166,610	244,563.99
INTERNATIONAL.		
International orders issued in this country for payment in foreign countries	968,501	13,744,770.37
Orders issued in foreign countries and paid in this country	396,258	6,466,834.18
Orders drawn for payment abroad repaid in this country	2,532	30,861.68
Total payments and repayments	398,790	6,497,695.86
Excess of issues over payments and repayments	569,711	7,247,074.51

RECAPITULATION OF ISSUES.

Aggregate of domestic and international orders issued	29,976,371	$224,958,363.21
Increase over preceding year	1,222,959	20,364,472.31

FEES RECEIVED.

For issue of domestic orders	$1,716,360.70
For issue of international orders	176,308.87
Total	1,892,669.57

AVERAGE OF ISSUES AND FEES.

Average amount of each domestic order issued	$7.28; increase, 40 cents.
Average amount of each international order issued	14.22; increase, 36 cents.

	Cents.
Average amount of fee for each domestic order	5.92
Average amount of fee for each international order	18.20

Comparison of business for fiscal year ended June 30, 1899, with that for fiscal year ended June 30, 1898.

DOMESTIC.

		P. ct.
Increase in number of orders issued	1,209,782, or	4.71
Increase in number of orders paid	1,586,709, or	5.7
Increase in amount of orders issued	$19,859,471.21, or	10.4
Increase in amount of orders paid	20,780,027.75, or	10.9

Increase in average amount of fee received for each order issued, $\frac{1}{100}$ cent.
Increase in total amount of fees received for orders issued, $421,557.21.

INTERNATIONAL.

		P. ct.
Increase in number of orders issued in United States	131,157, or	1.38
Increase in number of orders paid and repaid	31,787, or	8.69
Increase in amount of orders issued in United States	$505,001.10, or	3.81
Increase in amount of orders paid and repaid	656,302.53, or	11.2

Increase in average amount of fee received for each order issued, 34 cents, or 1.9 per cent.
Increase in total amount of fees received for orders issued, $5,669.07.

INCREASE OF BUSINESS IN PAST TWO YEARS.

Domestic orders issued, fiscal year ended 1898, in excess of preceding year, amount	$16,871,444.69
Domestic orders issued, fiscal year ended 1899, in excess of preceding year, amount	19,859,471.21
International orders issued, fiscal year ended 1899, in excess of preceding year, amount	505,001.10
Total increase in amount in two years (about 10 per cent)	37,235,917.00

General statement of receipts and expenditures, being the earnings and expenses of the system, fiscal year ended June 30, 1899.

RECEIPTS.

Domestic:		
Amount received for fees on orders issued	$1,716,360.70	
Miscellaneous receipts [1]	1,684.79	
		$1,718,045.49
International:		
Amount received for fees on orders issued	176,308.87	
Net gain on exchange [2]	54,601.76	
		230,910.63
Aggregate		1,948,956.12

EXPENDITURES.

Domestic:		
Amount allowed postmasters at third and fourth class offices for commissions on orders issued [3]	$589,280.46	
Lost remittances, burglaries, etc. [4]	13,411.75	
Uncollected accounts of previous years	17,051.11	
		$619,743.32
International:		
Amount allowed postmasters at third and fourth class offices for commissions on orders issued [3]	3,243.87	
Amount allowed foreign countries for excess of commissions [5]	39,211.01	
Amount allowed foreign countries for incidental expenses (cablegrams)	52.36	
		42,507.24
Aggregate		662,250 56

NET REVENUE.

From domestic business	$1,098,302.17
From international business	188,403.39
	1,286,705.56

SUMMARY.

Total receipts	1,948,956.12
Total expenditures	662,250.56
Earnings of the system	1,286,705.56
Increase over earnings of previous year ($1,196,633.85)	90,071.71

[1] Sales of waste paper, reimbursement by bankers of cost of cablegrams, interest from cases in suit, etc.

[2] Difference between respective amounts received for international orders and cost of bills of exchange purchased for payment of the aggregate thereof in foreign countries, due to the fluctuating market in exchange.

[3] Three cents for each order issued is the compensation for all services rendered at these offices.

[4] Allowances made by office of Assistant Attorney-General.

[5] Difference between amount earned by foreign countries for services in payment of orders issued in the United States and the amount earned by the United States for like services. Each receives one-half of 1 per cent.

ASSETS AND LIABILITIES.

The general financial condition of the system on July 1 is set forth in the following statement:

Assets of the system.

Cash in subtreasury at New York	$1,911,143.08
Cash in subtreasury at Chicago	873,000.00
Cash in hands of postmasters[1]	4,645,126.14
Total assets	7,429,269.22

Liabilities of the system.

Due Department for transfer from postal funds during last two quarters[2]	$1,771,960.25
Due internal-revenue service, war tax[3]	304,973.56
Due Department for revenue of money-order system[4]	627,416.73
Due holders of outstanding unpaid domestic money orders[5]	2,635,683.94
Due holders of outstanding international orders,[6] amount represented by certificates of deposit,[7] balances of unadjusted international accounts	2,086,428.81
Due postmasters	2,805.93
Total liabilities	7,429,269.22

INCIDENTAL EXPENSES—NET EARNINGS.

The gross earnings of the system for the fiscal year were $2,253,888.72. From this sum must properly be deducted, to ascertain its net earnings, the sums paid under the respective appropriations for its incidental expenses, and these were as follows:

For printed matter:		
Books of money-order forms	$73,531.20	
Ordinary blanks and books	29,817.56	
Drafts, engraved	827.60	
		$104,176.36
For dating and rubber stamps, ribbons, etc		2,500.00
Miscellaneous:		
Typewriters, extras, and repairs	2,144.05	
Special kinds and qualities of stationery, ink, etc., for money-order purposes, and allowances for small quantities of stationery purchased by postmasters	1,847.15	
Exchange on drafts used for remitting surplus funds between post-offices[8]	1,424.48	
Enameled advertising signs	642.45	
Wrapping paper	320.00	
Adding machine	250.00	
Tissue paper for press copies	235.00	
Letter presses, large size, with repairs	117.77	
		6,980.90
Total		113,657.26
Expenses in excess of preceding year ($111,907.42)		1,749.84

[1] Of this sum, the amount held in reserve at about 7,500 offices is $614,000; the amount in transit between all offices and their depositories during the last week in June was very large, probably $1,000,000. The remainder is held for current business at about 20,000 offices, and is an asset the equivalent of cash.

[2] Paid March quarter ($940,966.25) July 6; paid June quarter ($830,994) October 12.

[3] Paid March quarter ($156,205.44) April 7; paid June quarter ($148,012.74) October 12.

[4] Paid March quarter ($316,029.34) July 6; paid June quarter ($311,387.39) October 12.

[5] See table of outstanding orders.

[6] Issued abroad; payment made to United States, but orders not presented at post-offices.

[7] Certificates issued prior to June 30 for deposits, but such certificates not received by depositing postmasters until after June 30.

[8] A nominal rate of exchange (one-tenth of 1 per cent) is allowed at a limited number of offices, where banks can not with advantage transfer these funds to the respective depositories without cost.

Net earnings.

The gross earnings for the year were	$1,948,956.12
Deduct the above incidental expenses	113,657.26
Net earnings (see page 169, "Revenue," for explanation)	1,835,298.86

AGGREGATE TRANSACTIONS.

Of the magnitude of the transactions of this system some idea may best be gained by the appended brief statement, showing the aggregate amount of orders issued since its organization:

Period.	Kind of orders.	Number issued.	Amount of issue.
1864 to 1899	Domestic orders	318,860,393	$3,377,205,500.58
1870 to 1899	International orders	15,303,221	232,768,250.47
1884 to 1894	Postal notes	70,824,173	126,474,027.15
Total		404,987,787	3,736,447,778.20

TRANSFERS.

When, as is frequently the case, the money-order funds do not meet the demand for payment of orders, postmasters are very properly required to use for that purpose all of the available public funds in their possession, and this process is termed a "transfer" to the money-order account. The system thus becomes a large borrower from the postal service proper, but is prompt in refunding these amounts. There are times, when, in like manner, funds are borrowed from the system to defray the general expenses of the service.

The amounts thus transferred during the fiscal year, and dates when settlements were made, are as follows:

For the quarter ended—	Transferred to money-order account.	Transferred from money-order account.	Difference due postal account.	Refunded to postal account.
September 30, 1898	$862,263.70	$19,535.26	$842,728.44	Jan. 13, 1899
December 31, 1898	912,285.35	15,625.15	896,660.20	Apr. 7, 1899
March 31, 1899	969,657.97	28,691.72	940,966.25	July 6, 1899
June 30, 1899	860,294.03	29,300.03	830,994.00	Oct. 12, 1899
Total	3,404,501.05	93,152.16	3,311,348.89	

RESERVES.

The money-order advice is for a twofold purpose—to prevent the payment of "raised" amounts, and to "advise" the postmaster upon whom the corresponding order was drawn that demand for payment will likely be made; it is therefore a notification to him to provide funds necessary to honor the order. The amounts he may be called upon to pay are uncertain, and vary so greatly that, to obviate possible delay which would otherwise occur, the Department authorizes at the offices where the business thus fluctuates the retention of a certain sum, in readiness for such demands. This is termed a "reserve"—"fixed" at small offices, "irrespective" at the larger places. The minimum of the "fixed"

reserve is $25, the maximum ordinarily $100. The minimum of the "irrespective" reserve is $50, the maximum ordinarily $5,000.

At nine of the larger offices this business is of such magnitude as to require larger sums, and the reserve for these places is as follows:

San Francisco	$8,000	Cincinnati	$15,000
Washington	10,000	Boston	20,000
New Orleans	15,000	Philadelphia	25,000
St. Louis	15,000	Chicago	200,000
New York	300,000		

It is of incidental interest to state that in the earlier years of the system the maximum reserve was but $300, a few of the larger places excepted, at which a reserve of $1,000 was authorized.

A wide extension of the number of places and amounts for which granted was necessary during the fiscal year.

Number of offices at which reserves were authorized on June 30	6,508
Number of offices at which reserves were granted during the year	1,140
Amount of reserves granted during the year	$132,684
Amount of irrespective reserves in effect June 30	$1,377,274
Amount of fixed reserves in effect June 30	236,855
Total reserves in effect June 30	1,614,129

REVENUE.

The system has but a single principal source of revenue—the fees received for the issue of orders, page 166. The minor receipts additional, variable in amount and accruing at intervals (about $56,000 last year), are mainly derived from gain through the difference in the conversion of the amounts received for international orders and the cost of bills of exchange used in remitting the aggregate of these respective amounts to foreign countries.

Its expenditures are mainly for (1) commissions paid to postmasters of the third and fourth classes as compensation for the issue of orders; (2) commissions paid to foreign countries as compensation for the payment by them of orders drawn in this country—one-half of 1 per cent on the amounts thereof; (3) for printed matter, rubber dating stamps, ribbons, etc.; (4) for exchange on drafts used in remitting surplus funds to and from money-order offices; (5) for the ordinary miscellaneous expenses incidental to and necessary for the operation of the system; and, lastly, (6) the losses from fire, robbery, and on bonds of defaulting postmasters.

The difference between the earnings of the system and its expenditures, as above described, constitutes the gross revenue, and is the amount derived by the postal service proper from the operation of this branch of its business.

The net revenue (the actual profit accruing to the postal service by reason of its transaction of money-order business) may be computed by deducting from the gross revenue the proportion, equitably chargeable to the money-order branch, of the (1) cost of clerical service for money-order business alone, at post-offices of the first and second classes; (2) the cost of like service in the offices of the auditor and the superintendent, respectively, and (3) the cost of the service rendered the system by post-office inspectors. These amounts may only be ascertained in a general way, and would determine whether the system is profitable, self-sustaining, or a burden upon the general service. It is believed that it has been more than self-sustaining from its inception, and a

steady source of profit to the service—noticeably so for a number of years past—and obviously so at the present time. Its gross revenue for last year was about $1,125,000.

At quarterly intervals the gross revenue is turned over to the Treasury Department for the service of the Post-Office Department, and the sums which accrued during the past year were so deposited as follows:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1898	$285,921.85	Jan. 13, 1899
December 31, 1898	373,326.02	Apr. 7, 1899
March 31, 1899	316,029.34	July 6, 1899
June 30, 1899	311,387.39	Oct. 12, 1899
Total	1,286,664.60	
Increase of revenue over previous year	90,031.25	

WAR TAX ON DOMESTIC ORDERS.

The act approved June 13, 1898, "providing ways and means to meet war expenditures," fixed a tax of 2 cents on every domestic money order, and the collection of this tax began on July 1, 1898. The following amounts have accrued therefrom, and due payment thereof has been quarterly made, by deposit to the credit of the Internal-Revenue Bureau:

Collected for quarter ended—	Amount.	Date paid.
September 30, 1898	$118,747.86	Jan. 19, 1899
December 31, 1898	156,205.44	Apr. 7, 1899
March 31, 1899	156,919.86	July 6, 1899
June 30, 1899	148,012.74	Oct. 12, 1899
Total	579,885.90	

BILLS OF EXCHANGE.

For the orders issued in this country drawn upon foreign countries, deducting therefrom the amounts for like orders issued abroad, payment by the United States is made at intervals, generally each week, by means of bills of exchange, purchased by this system from banking houses in New York, which offer the bills in competition.

The exchange thus purchased during the fiscal year was, in amount, $7,464,820.87.

Remittances of balances due the United States by other postal administrations are made in like manner, generally by bills of exchange drawn on New York, and those remittances were as follows:

Collected through post-office:	
New York	$492,488.41
San Francisco	58,445.11
Washington	3,192.12
Total foreign exchange received	554,125.64

It will be observed that the remittances from abroad were $6,910,695.23 less than the amount remitted by money orders for payment in foreign countries.

DRAFTS ON NEW YORK.

The postmaster at New York occupies the position of banker for all other postmasters at money-order offices. One of the latter may for a time have no difficulty in paying all orders drawn upon his office by using for this purpose the funds received from sales of orders or by the temporary use of other public funds which accrue from sales of stamps, etc. When, however, as is frequently the case, these aggregate funds are not sufficient in amount to pay the holders of orders, he must apply to the Department for the residue. At a small office, where these cases are not of frequent occurrence, a single draft, called a "special draft," is furnished. When the amount required is $250 or more it is now the practice to place to the credit of the postmaster, at the New York office, a sum the minimum of which is $250. He is furnished with a sufficient number of blank drafts, which, as occasion requires, he fills in and negotiates, and in due course, through ordinary business channels, these drafts reach and are duly honored by the postmaster at New York, upon whom they are drawn. The amounts of the credits thus granted are not unlimited, but are fixed according to the requirements of each case and are readjusted to meet the business as it thereafter requires. The minimum of a single special draft is $25; the maximum, $250. The minimum of a credit is $250; the maximum, about $20,000. The credit of a single office (Philadelphia) is $40,000.

The extraordinary increase in the business of the system has required great extension of the number and amount of these credits. Drafts are negotiated without cost; as a rule this paper is not only acceptable to but is desirable for the purposes of banks and business houses, which cash it at par.

The number of such drafts paid during the fiscal year was 52,359; the amount, $16,380,005.91; the excess over the preceding year was $860,387.24.

UNCLAIMED AND INVALID ORDERS AND POSTAL NOTES.

In the earlier years of the system a considerable sum accrued from unpaid orders, and subsequently from unpaid postal notes. The act of March 3, 1883, required the approximate amount to be used for the service of the Department, and under that law, in addition to the similar act of January 27, 1894, such deposits have been made as follows:

Act of March 3, 1883, deposited October 6, 1893	$1,250,000.00
Act of January 27, 1894:	
Deposited July 9, 1894	50,000.00
Deposited December 7, 1895	300,000.00
Deposited December 7, 1895, for unpaid postal notes	219,244.57
Total	1,819,244.57

From this fund payment is made of invalid money orders and postal notes, whenever presented, and warrants for amounts representing such have been issued as follows:

For the year ended June 30—	
1895	$27,050.27
1896	27,046.45
1897	27,704.45
1898	33,408.98
1899	46,199.28
Total	161,409.43

The defective system under which this large sum accrued has long since been remedied. In recent years the Department has sought, apparently through every means within its command, to bring about the prompt payment of all orders, and it spares no effort in tracing the beneficiary of and effecting payment of every order, however small the amount. To this important detail special attention has been given during the past year, and if payment be not made of any order, it is due alone to the inability of the Department to trace either the remitter or payee through all means at its command.

DUPLICATE MONEY ORDERS.

It would seem improbable that in the course of the past year nearly 50,000 orders failed to reach the respective payees. The number of such cases increases from year to year, corresponding with the aggregate business. In many cases remitters hold the orders as receipts; in other cases failure to deliver is due to defective address; but the bulk of the loss doubtless occurs through the purloining of letters by persons in the employ of the respective payees or remitters. Whenever loss is reported, whether such loss be actual or alleged, a duplicate is promptly drawn; the issue of such duplicate renders the original void.

During the year the number issued was as follows:

Domestic:	
Number of duplicates issued	46,263
Increase over preceding year	1,908
International:	
Number of duplicates issued of orders drawn abroad	1,288
Of orders payable in France[1]	319

REPAYMENT OF INTERNATIONAL ORDERS.

The amount of an international order, whether issued in this country for payment abroad or issued in a foreign country for payment in the United States, may not be refunded except upon the authority of this office. Such repayments were authorized during the fiscal year as follows:

Of orders issued in the United States for payment abroad	3,514
Of orders issued abroad for payment in the United States	2,625

These cases are usually those in which the payee leaves the country of payment before the order reaches him, or can not be found at the address given by the remitter.

ORDERS NOT PROPERLY PAID.

Payment of an order having once been effected, no postal administration in the world assumes further legal accountability. This Department receives and invites complaint of every case of actual or alleged improper payment, and, that the public may have opportunity to know whether the money-order service is or is not worthy of confidence, it has been the custom to publish in its annual reports statements showing the number of such complaints and the method of disposal thereof. Every such allegation, whatever the circumstances, receives investigation, and the settlement which promptly follows is based upon the facts as ascertained in each instance. If such loss is justly chargeable to

[1] For all other countries duplicates are issued by the respective postal departments.

impropriety upon the part of its employees, they are required to make it good; otherwise the Department voluntarily sustains the loss. The cases during the past year are described in detail as follows:

Result of investigation.	Number of cases.	Amount involved.
Recovered from persons not entitled to payment	72	$856.39
Properly paid; no cause for complaint	75	1,399.56
Charged to paying postmaster	48	455.56
Charged to issuing postmaster	1	10.00
Chargeable to impropriety upon the part of remitter	1	13.38
Chargeable to impropriety upon the part of payee	4	45.00
Loss sustained by the Department	8	172.75
Unfinished cases in process of adjustment	36	705.88
Total	245	3,658.52

CONTRACT FOR PRINTING.

A provision of law requiring the printed matter of this system to be obtained from the lowest bidder, under four-year contract, was complied with, and proposals were received on June 21, under which contracts were signed, in effect September 4, covering the printed matter to be used until September 3, 1903. These proposals were carefully prepared with a view to most economical results, and competition led to contracts for printed matter at prices lower than ever before offered. There will be a saving of a considerable sum in the cost of this matter, as shown by the following examples, many other items being contracted for at like remarkable reductions:

	Cost, former contract.	Present.
500 money-order forms	$1.29	$0.49
300 money-order forms	.80	.39
200 money-order forms	.58	.27
100 money-order forms	.31	.15
50 money-order forms	.20	.10

CONNECTION OF MONEY-ORDER SYSTEM WITH THE MILITARY SERVICE.

June 13, 1898, the Department announced the opening of money-order offices coincident with the establishment of military postal stations at Camp Alger, Chickamauga Park, and in Cuba, and in the Philippine Islands; and the money-order system was an important feature in the events forming a part of our nation's history.

July 21, 1898, the money-order service was in like manner extended to Porto Rico.

These offices were conducted as stations of other offices, those in Cuba being subordinate to New York; the Porto Rico offices subordinate to Washington, etc. The business was so continued until it was decided by the Postmaster-General to establish an independent postal service in Cuba.

January 24, 1899, Mr. E. M. Gadsden, chief clerk of the money-order system, and Mr. Frank E. Waring, a skilled clerk of that division, were appointed a commission to visit Havana, and, in cooperation with the

director-general of posts of Cuba, to discontinue the money-order business at the several postal stations in Cuba, numbering 35, cause final accounts to be rendered and balances due to be remitted, and to open in lieu of these postal stations new independent money-order offices of the Cuban postal service; also to arrange for and establish a regular exchange of postal money orders between the post-offices in Cuba and those in the United States, based upon the methods of transacting international money-order business between this country and foreign countries.

In furtherance of these instructions a new and distinctive form of money order was designed and introduced by this commission, and the new money-order service was inaugurated in the Havana office on February 18, 1899, and in rapid succession at other offices in the island, most of these offices being visited in person by one or the other member of the commission. The exchange of money orders between Cuba and the United States was also inaugurated February 18. This service has worked most satisfactorily, and has been largely patronized by the people in Cuba, the aggregate of money-order remittances from that island to the United States to September 30, under the local administration, being $2,345,093.22. Remittances from the United States to Cuba during the same period amounted to $55,163.24.

In pursuance of similar instructions and for a like purpose, Mr. Gadsden, chief clerk of the money-order system, subsequently visited San Juan, Porto Rico, and under his direction, in cooperation with the director-general of posts of Porto Rico, the United States money-order offices in that island, numbering 21, were closed, final accounts as stations of the Washington post-office rendered, and balances due remitted, and simultaneously independent money-order offices of the postal service of Porto Rico were opened, the first being inaugurated at San Juan April 20, 1899. Arrangements were at the same time made, similar to those perfected with the postal department of Cuba, for a regular exchange of money orders between the post-offices in the United States and those in Porto Rico. This business commenced April 20, 1899, and the money-order remittances from Porto Rico to the United States from that date to September 30 aggregate $409,184.62, while those from the United States to Porto Rico amount to $13,173.19.

MONEY ORDERS PAYABLE AT OFFICE OF ISSUE.

By order of the Postmaster-General, dated September 16, 1898, in recognition of a demand for facilities for making local payments through the post-offices, section 1246 of the Postal Laws and Regulations was modified so as to admit of the drawing of a money order upon the office of issue of the same. This change materially widens the scope of the money-order system and is in keeping with the policy of the Department to extend its usefulness as far as practicable. Thereby money orders are rendered available, for example:

(1) In cities, for the payment there of subscriptions, contributions, dues to associations, gas bills, tradesmen's bills, and all manner of small debts almost. A money order for any such purpose may ordinarily be procured and sent with a saving of time and at a cost less than street-car fare.

(2) In the country, for settlement of accounts between persons who use the same post-office but reside at a considerable distance from each other. The farmer, for instance, who is indebted to another residing 5 or 10 miles away may obtain at the village post-office an order there

payable to his creditor, who may present it for payment at his convenience, or indorse it to another person and receive the amount. The loss of time required for a personal visit is avoided. The cost of the order is but a trifle.

(3) At places where there are no banks, when persons desire to temporarily deposit funds for safe keeping. Anyone so situated, for the sake of the security thereby afforded, may purchase at his post-office money orders there payable to himself on demand. Instances of this kind, in which the money-order system is used as a savings bank, have not been rare in the past. Under the new rule an increase in the number of such cases is to be expected.

It has been fully demonstrated that there existed a popular demand for this modification of the regulations, and that money orders payable at the office of issue are a great convenience to large classes of people, especially those who have no bank account against which checks may be drawn.

PENSION CHECKS CASHED AT MONEY-ORDER OFFICES.

In view of the numerous requests made by postmasters that they be allowed to cash the checks of pensioners as an accommodation to the holders of such checks, and of urgent appeals made by many postmasters at the smaller offices to be relieved as far as possible from the risk and labor attendant upon remittance of surplus money-order funds by means of bank notes and coin, the Department was some time since led to consider seriously the expediency of authorizing postmasters at money-order offices generally to cash pension checks with available money-order funds, under the provisions of section 4046 of the Revised Statutes.

The acceptance of pension checks in remittances of surplus money-order funds had always been permitted, but as postmasters at depositories had at times experienced difficulties from various causes in obtaining payment of the same their employment had never been specifically authorized in the regulations governing such remittances. This has now been changed and a more definite policy adopted, to the advantage alike of pensioners and of postmasters having surplus funds to remit. On the 26th of October last, it appearing from responses made to inquiries addressed by the Department to postmasters at depository offices that the conditions which formerly rendered this course unadvisable had been sufficiently modified, general instructions were issued specifically authorizing postmasters at all money-order offices to cash pension checks with money-order funds, and use the same in place of currency in making remittances of surplus funds to the offices designated as the depositories therefor.

Thereby a great accommodation is extended to pensioners residing at small places remote from banks, while postmasters at such places are largely relieved from the labor of exchanging small bills for notes of larger denomination for remittance purposes and of describing these bills or notes in detail in their remittance letters. The measure has received much commendation, and the method is popular with the worthy class for whose benefit it was inaugurated.

INTRODUCTION OF IMPROVED FORM OF DOMESTIC MONEY ORDER.

Up to 1893 no material changes had been made in the form or text of the money order. In that year the arrangement of the printed matter

was so changed that the name of the payee was thereafter written by the issuing postmaster in the body of the order, thus giving the order the appearance of other commercial paper and rendering it more readily negotiable. Aside from this the style of the order remained substantially the same as originally adopted by the Postmaster-General, who by law was authorized to select such form as in his judgment was best adapted for the purpose.

The act of January 27, 1894, withdrew this discretionary power, and prescribed a form with a coupon and marginal sections to designate the amount of the order, the object being a more rapid adjustment of the accounts of postmasters, which at that time was greatly in arrears. It was intended that the coupon, with its marginal sections indicating the amount, which coupon would accompany the issuing postmaster's returns, should be used in place of the paid money order in checking such returns in the office of the Auditor.

It was soon found that the device was inherently defective and unsuitable; its size and shape made it objectionable, while owing to the complexity of the design discrepancies between the amount written in the body of the form and the sum indicated by the figures on the margin thereof were of common occurrence, and by causing delay in payment gave rise to complaints innumerable. Certain grave imperfections in the form, making frauds possible, moreover, were discovered almost simultaneously with its introduction. The Department also became involved in litigation which threatened the suspension of the system for a time, it being claimed that the form was an infringement of a patent.

The Auditor, owing to their unreliability, was obliged eventually to practically discontinue the use of the coupons for checking purposes. Experience, in short, showed that the form as a whole was very unsatisfactory; that it was disliked by the public, and not without cause; that it did not expedite the settlement of postmasters' accounts, and that it did not prevent, but in certain directions rather facilitated, the practice of fraud.

It was recommended, therefore, that the restrictive legislation be revoked, and that, as formerly, authority be vested in the Postmaster-General to offer the public a form of postal order of his own selection. Such authority was conferred by section 5 of the act approved March 1, 1899. Thereby it is provided that "the Postmaster-General shall prescribe the forms for the issue of money orders." In pursuance thereof a new form of domestic money order has been adopted, the issue of which began on September 4, 1899.

A diagram representing the principal features of the new form, but of reduced size, is herewith submitted.

In shape and size the new order is deemed a decided improvement over any other form of money order heretofore adopted by the Department. Its dimensions being about those of the ordinary bank draft, it may be conveniently handled when mixed with different kinds of commercial paper. It is believed that the change made in this respect will be heartily approved by banks and business people generally.

That the new order may win its way to public favor by its simplicity, clearness, and adaptability, great care has been taken to give it this character by arrangement of its parts by avoiding surplusage in the text or wording, and by using plain type, and excluding whatever would be merely ornate in design.

MODEL.

Showing a completed Money Order and Advice, illustrating how the particulars of the Order are reproduced in the Advice.

THE MONEY ORDER IS TO BE FILLED IN AFTER THE FOLLOWING MODEL.

1

U.S. POSTAL MONEY ORDER.

Station 200, Washington, D.C.

№ 213502

TO BE STAMPED HERE

BY PAYING OFFICE

June 16th 1899.

NOT PAYABLE IN ANY FOREIGN COUNTRY, IN CUBA, IN HAWAII, OR IN PORTO RICO.

THIS ORDER MUST CORRESPOND IN PARTICULARS WITH ITS ADVICE OF SAME NUMBER AND DATE.

POSTMASTER MUST REPEAT AMOUNT HERE IN FIGURES.

PAY TO THE ORDER OF William Jones.

Thirty-four ——— 100 YOUR $ 34 100

A MONEY ORDER OF ABOVE NUMBER AND DATE HAS BEEN DRAWN BY ME UPON YOUR OFFICE IN FAVOR OF

William Jones

FOR Thirty-four ——— DOLLARS 17 CENTS.

TO THE POSTMASTER AT Jonesville Ark.

Henry Roe

POSTMASTER.

NAME OF REMITTER Robert Doe

ADDRESS OF PAYEE: NO. 39 STREET Arbor

SPACES OUTSIDE TO BE FILLED IN WITH PEN AND INK.

In the adoption of the new form of order the interests and preferences of patrons of the system, no less than economy of administration have been duly considered; and it is, therefore, confidently expected that it will tend to enhance in no small degree the popularity of this method of making remittances.

DISTINCTIVE FEATURES OF THE NEW FORM.

The new form is considerably smaller than the one which it supersedes, and it is much less costly. Its dimensions are about those of the ordinary bank draft. It has two adjuncts—the advice, or notification to be sent by the issuing to the paying postmaster, which is a reproduction of the order through the use of carbonized paper (the manifold process), and a receipt for the amount, to be furnished by the issuing postmaster to the remitter, which is an entirely new feature.

On the back of the order a separate space has been provided for the stamps of banks through which it may be passed for collection.

In color the order is blue, having a light blue ground, with fine, closely interlaced, tinted lines of geometrical lathe-work, of darker shade. In the center is an escutcheon bearing the words, "Postal Money Order" in shaded capital letters of the same two tints of blue. The tint of the order and the lathe-work will serve to prevent imitations; but, as an additional safeguard against counterfeiting, a horizontal water-mark, composed of the initals U. S. M. O., in broad, capital letters, has been wrought into the paper on which the new forms are printed.

ADVANTAGES OF THE NEW FORM.

Through the process mentioned (the carbon, or manifold process), the order and the advice are produced simultaneously. By the same operation the essential particulars of name of payee, date, amount, and place of payment, as written in the order, are duplicated, or reproduced, and made to appear in the advice precisely as in the order. The liability to mistake is thus greatly lessened, and a saving of time effected. Discrepancies between order and advice, which, by entailing additional correspondence and causing delay in payment, have heretofore been a source of annoyance to the Department and postmasters, as well as to remitters and payees, are prevented, and absolute uniformity between the order and advice insured. The dispatch of advices, which formerly were not made out until after issue of the orders, is also accelerated.

The receipt, which is to be furnished by the issuing postmaster to the remitter, showing the number and date of the order and the amount for which issued, is also, in the main, a reproduction, by the carbon process, of the writing and stamping on the order, hence must necessarily agree therewith. It will no doubt, greatly tend to popularize the postal money order, supplying more than all else what was needed to make it, in the estimation of the public, a perfectly satisfactory vehicle for the transmission of small sums. Possession of the receipt will give the remitter a feeling of security. Production thereof will greatly facilitate reference to the records if it become necessary for the remitter to make application for a duplicate order or inquiry as to whether the original has been paid; and here again a saving of time will be effected.

INTRODUCTION OF THE "POSTAL CHECK."

In the annual report for last year this paragraph was printed:

The vast postal-order transactions of foreign Governments grow out of the use of an auxiliary simple form, transferring a fixed small amount to bearer or order, payable at a place convenient to either the purchaser or bearer. These are generally limited to $5 in value, and are for certain convenient multiples—as, for example, 25 cents, 50 cents, 75 cents, $1, $2, $3, etc. They are popular where used throughout the world, cost, say, from 1 cent for the smallest to 3 cents for the largest, and are by all means the cheapest known method of safely transferring money in sums of $5 or less. The necessary legislation being obtained, these might be sold at every post-office in the United States, and only when that shall be done will this service have reached that point of usefulness which it ought to and may attain.

A reproduction of the form used for this purpose in Canada (which is substantially a counterpart of that used in England) is appended.

[NOT NEGOTIABLE.]

[Stamp.]

CANADIAN POSTAL NOTE. B 059901

TWENTY-FIVE CENTS. 25c.

To the POSTMASTER in charge of the MONEY-ORDER OFFICE at *.... PAY to *.....at any time within three calendar months from the last day of the month of issue the sum of TWENTY-FIVE CENTS on account of the Post-master-General of Canada.

COMMISSION ONE CENT. PAYING OFFICE.

....., *Postmaster.* ISSUING OFFICE.

Cancel Here.

Stamp Here.

* The person to whom this note is issued must, before parting with it, fill in the name of the person to whom the amount is to be paid, and may fill in the name of the money-order office at which the amount is to be paid. Except when the note is paid through a bank, the person so named must sign the receipt at the foot hereof, and must also fill in the name of the money-order office, if that has not already been done.

1. If this note be crossed "—— Bank" payment will only be made through a bank, and if the name of a bank is added payment will only be made through that bank. 2. After this note has once been paid—to whomsoever it is paid—the Postmaster-General will not be liable for any further claim. 3. If any erasure or alteration be made, or if this note be cut, defaced, or mutilated, payment may be refused. 4. (*a*) The regulations under which this note is issued allow the postmaster to refuse or delay the payment of this note, but he must at once report his reasons for so doing to the Postmaster-General. 4. (*b*) The holder of this note may defer payment thereof for any period not exceeding ten days by writing across the face of the note the following words: "Payable after — days." In such case the name of the paying office as well as that of the payee must be inserted in the body of the note. 5. After the expiration of *three months* from the last day of the month of issue, this note will be payable only on payment of a fee, equal to the amount of the original commission, with the addition (if more than three months have elapsed since the said expiration) of the amount of the original commission for every further period of three months which has so elapsed, and for every portion of any such period of three months over and above every complete period.

Received the above-named sum.

Signature.

(Across the face in red ink:) CANCELED.

There is a substantial demand for the introduction in this country of a form which will answer a similar purpose; the movement is the outgrowth of voluntary action upon the part of leading business houses, especially those which transact large mail-order business, and such legislation as is necessary to authorize the issue of these convenient "postal checks" is recommended.

IMPROVED SERVICE.

It is believed that every opportunity to improve the system, to offer the public the best possible service under the restrictions of law within the limited expenditure controlled by the Department has been taken advantage of. No labor has been spared in an earnest effort to extend and popularize the service; every suggestion made receives respectful consideration, and every complaint has been promptly investigated, frequently resulting in greatly improved conditions at important points. The vastly increased business demonstrates that this policy has received marked approval.

Some of the more important measures, tending to better service, are briefly outlined.

Night service.—In December last it seemed an opportune time to carry out a project long contemplated, the extension of hours of busi-

ness at the large offices, and "night service" was given experimental sanction at several places. In many instances opportunity was thereby offered to procure orders at any hour of the day or night; in other cases orders were sold until midnight, etc. The service received such popular favor that it was quickly extended to numerous places, generally without additional cost, and the "night window" is now a fixed feature of the money-order system to be widely extended in the future.

Special service at summer resorts.—Effort has been made, to be vigorously followed up during the coming year, to improve the service at the summer resorts, where conditions differ materially from those at other places because of the transient visitors, who have difficulty in furnishing identification; special regulations will be made which will tend to make this service more satisfactory.

New depositories selected.—It has been the purpose to widely extend the number of depositories of surplus money-order funds, and there are now in operation 332 such offices, as against 83 on February 1, 1893. The system contemplates the constant transmittal of funds from one point to another, the net surplus eventually reaching the subtreasuries. During the year the remittances thus made amounted to $180,185,343.43, and of this sum $12,446,166.25 eventually reached the subtreasuries at New York and Chicago, respectively.

Extension of the system.—As opportunity offered the smaller offices have been provided with facilities for money-order business, 4,600 places having been thus selected during the year. While during the present year the extension may not reach a like number, yet no effort will be spared to reach that desirable period when the resident of any locality may procure or receive a money order at his post-office. The usefulness of the system will not have been fulfilled until that period shall be reached.

Imperfect orders reissued without charge.—One of the most satisfactory features introduced in many years was authorized under legislation obtained at the last session of Congress—the issue, by the superintendent, without cost to the holder, of a new order, to take the place of one which is defective, such irregularity being due to error incidental to the service. The new method is in keeping with the more recent policy of the Department to correct at its expense, when practicable, and without inconvenience to the holder of an order, any error incidental to the service, and for which neither the remitter nor the payee should be held responsible.

EXTENSION OF INTERNATIONAL SYSTEM.

The Department announces, with much satisfaction, the completion, on September 2, 1899, of negotiations in progress for a number of years with Mexico, whereby money-order business will begin on January 1, next, under favorable conditions. It is believed that the result will be of marked advantage to the business interests of this country.

In like manner a convention executed with Russia on February 7, 1899, will be inaugurated January 1 next—an event of importance and of probable great usefulness.

February 20, 1899, a similar convention was signed with British Honduras, and business thereunder is being transacted.

July 8, 1899, direct exchange with Bulgaria commenced, and arrangements for payment of orders in Korea came into effect on October 20, 1898. A convention is pending with Greece.

REDUCTION OF FEES RECOMMENDED.

It has been the policy of the Department, in conformity with the intent of the law, to so conduct this system that it would be self-sustaining, and not a tax upon the public Treasury. The tables elsewhere printed show that it is now earning a considerable revenue, and in so far as this revenue exceeds the expenses the people are paying for the service more than it is worth. The remitter of an order for $100, for example, should be furnished it for $100.20, as against $100.30; the payee (if remittance be made at his expense) should receive $99.80, as against $99.70—in either event a saving of 10 cents. The plant of the system is capable of handling its present great business at a less cost per order than when the transactions were less numerous. The pro rata cost of issue and payment of an order is reduced in proportion to the number of transactions. The people should have the benefit of this economical service, and it is earnestly recommended that legislation be enacted fixing the maximum domestic fee at one-fifth of 1 per cent, or 20 cents for an order for $100; the minimum to remain as at present, 3 cents, and authority to increase or decrease the rates should be vested in the Postmaster-General, to be exercised at his discretion.

DEAD-LETTER OFFICE.

The total receipts of mail matter from all sources were 6,855,983 pieces, against 6,295,853 for the preceding year, an increase of 560,130 pieces, or a little less than 9 per cent. The ordinary unclaimed letters numbered 4,903,700, against 4,532,500, an increase of more than 8 per cent. The ordinary undelivered letters returned from foreign countries exceeded those for the last year by 21,146, or about 9 per cent.

Letters and parcels held for postage, including those to foreign and domestic addresses, were 145,577, against 85,907; increase, 59,670, or 69 per cent. Misdirected letters and parcels were 367,469, against 352,870; increase, 14,599. The number of pieces of mail matter without address, including envelopes containing money found loose in the mails, was 71,919, an increase of 5,120. Domestic hotel letters, 294,739, against 198,411, a notable increase of 96,328, or nearly 50 per cent.

There was a decrease equally notable in matter directed to fictitious addresses from 208,414 to 113,917 pieces, a little more than 45 per cent. This decrease was rather apparent than real, since the abnormal receipts of matter of this character during the preceding year were due to the breaking up of a number of extensive fraudulent enterprises and the withholding from delivery of mail matter addressed to them.

The total number of unclaimed parcels, including unmailable ones addressed to foreign countries, those returned from abroad, and such as contained photographs, was 167,675, against 109,529 the preceding year, an increase of nearly 55 per cent. The ordinary unclaimed domestic parcels numbered 71,621, against 39,153, a gain of more than 80 per cent.

Undelivered matter from foreign countries, including registered letters, samples, etc., numbered 593,194 pieces, against 537,965 the preceding year, an increase of 55,229 pieces, or more than 10 per cent.

There were delivered to owners, unopened, 756,013 letters and parcels, against 692,939, an increase of 9 per cent. The total number opened (including parcels) was 6,101,590, against 5,603,935 the year before, an increase of 497,655 pieces, or nearly 9 per cent.

Opened letters containing money numbered 43,308, with inclosures to the amount of $37,875.26, against 70,755 and $38,575.37, respectively,

the preceding year. It will be observed that this great decrease is almost wholly in the number of letters, and is due to the cause noted with respect to fictitious letters, namely, the suppression during the preceding year of extensive fraudulent enterprises.

Letters containing drafts, notes, etc., were 33,976, with inclosures to the face value of $1,130,184.98, against 34,663, with inclosures representing a value of $945,022.53 the preceding year.

The number of pieces of mail matter delivered, on hand awaiting delivery, or which were filed after failure to deliver, was 2,348,457, against 2,608,482 the preceding year, a decrease of 260,025, or about 10 per cent.

The total number of pieces of mail matter destroyed, including letters without inclosures or sufficient indication of the writer, circulars, pamphlets, parcels containing perishable matter, fruits, etc., was 3,775,643, against 3,009,690 the last year, an increase of 765,953, or a little above 25 per cent.

The number of foreign letters and parcels returned to countries of origin was 580,366, against 532,282 the year preceding.

INQUIRIES FOR MISSING MAIL MATTER.

The number of formal applications for missing mail matter, not including personal inquiries, was 25,857, an increase for the year of 3,894, or nearly 18 per cent.

In addition to the usual correspondence by means of printed forms 7,411 manuscript communications were written, an increase of 941, or more than 14 per cent.

INCREASE IN MERCHANDISE RECEIPTS.

The almost uniform increase in the general receipts has been briefly noted above, but the very marked increase in merchandise receipts calls for more than passing mention. This is largely attributable to the recent legislation which permits second, third, and fourth class matter to be forwarded to a new address or returned to sender only upon a new payment of postage at the original rate. Experience has shown that a large proportion of matter returned to the office of origin under the old system and accepted by the sender, return postage being paid, is now allowed to be sent to this office, no attention being paid to notices issued by postmasters. When such matter is found to be of sufficient value to warrant it, notices are again addressed to senders from this office, and in many instances the parcels are finally claimed, postage being furnished.

A single instance will indicate the extent to which the work of the office has been increased from the cause mentioned. A concern in New York makes extensive shipments of small articles of merchandise matter, the postage on each parcel being 2 cents. Great numbers of these are not delivered, and the sending company is notified by postmasters to furnish return postage. These notices being disregarded, the matter is sent to the Dead-Letter Office, by which a fresh notification is given to sender, with a like failure of response.

There were recently on hand at one time more than 21,000 of these parcels, which were finally returned to this company at a single shipment, full return postage having been received, amounting to more than $400.

It may reasonably be assumed that under the former system this matter would have been returned by postmasters direct to the mailing

office and accepted by the sender, thus obviating the necessity of sending it here, and relieving the office of the additional labor required for its treatment, as well as of the great pressure upon its much-needed space.

It is worthy of remark that the inducement to extensive shippers of minor articles of merchandise matter by mail to receive the undelivered portion of it in bulk through the Dead-Letter Office, rather than by piecemeal from postmasters, is that they thus save the large amount which would be required were they to furnish the postage in response to notices from postmasters, returning such notices under cover of prepaid envelopes.

NEEDS OF THE OFFICE.

The theory is that every piece of mail matter which can not be delivered to the addressee shall be returned to the sender when his or her name and address can be discovered. This is the true theory, and the duties of the Dead-Letter Office can not be said to be perfectly discharged so long as its available force is not equal thereto. There might perhaps be a question as to the obligation to return, or the necessity for returning, letters which contain no inclosures of value beyond the written matter; but certainly there can be none as to the propriety and expediency of returning all and not merely a portion of this class of letters. The obvious impracticability of discriminating in this regard, of determining by comparison the relative importance of written matter, need not be pointed out.

So long, therefore, as the receipts of the office continue to increase, despite the constant betterment of the delivery service throughout the country—an increase in lessened ratio to the vastly enlarged volume of correspondence resulting from prosperous commercial conditions—it will be impossible, for the reason stated, for the best results to be accomplished. Under existing circumstances it is indispensable to first properly dispose of letters and parcels containing inclosures of monetary value, the number of which, of course, increases in natural proportion to the grand total. To do this the employment of an increasing proportion of the total force is found necessary and, as a consequence, other branches of the work, of real but less urgent importance, must be subordinated.

IMPORTANCE OF THE DEAD-LETTER OFFICE.

The intimate relation of the postal service to the whole body of the people has been often commented upon in official reports and otherwise. The suggestion is doubtless trite, but it is eminently true. It may be said to apply with special force to the Dead-Letter Office and its operations. What that office offers of the curious and interesting for the entertainment and edification of the "tourist" and the general visitor, though much exploited at the expense of its more substantial claims to the appreciation of the public, are matters of trivial import compared with the actual service it is expected to render, and does render to that public.

The mother or other loved one at home is far more concerned over the long-looked for letter from Cuba or the Philippines, which does not come and which she appeals to the Dead-Letter Office to trace for her, than she is over the millions by which the postal expenditures exceed the revenues, or over the prospect of the early reestablishment of an equilibrium between receipts and expenses.

The returned soldier whose missing discharge papers stand between him and his hard-earned pay, or the one who, in the trenches, impatiently awaits the delayed paper which records his merited advancement, alike appeal, and with a certain degree of confidence, to the Dead-Letter Office, all the agencies of which are at his command.

The chance of fabulous wealth from the Klondike would readily be exchanged by the anxious family left behind for the missive, gone astray, of health and hope and cheer from the son or brother in that distant region.

So it is that this branch of the service associates itself more closely perhaps than any other with the intimate relations of the family and the home. Much of its work is indeed prosaic and uninspiring, though its practical usefulness can not be questioned while the larger share of it demands proved capacity and exceptional fidelity.

DEAD-LETTER SERVICE IN CUBA.

When Spain's sovereignty over Cuba was relinquished in pursuance of treaty stipulations, the necessity for taking measures looking to the prompt and proper disposition of undelivered mail matter became immediately apparent. The embarrassments which the unsettled and unprecedented state of affairs in this branch of the service created were many and serious. Mail matter originating in Cuba, addressed for delivery at the various offices in the island, but unclaimed, was forwarded to this office for disposition. To say nothing of the delay thus occasioned, the difficulties in the way of properly disposing of such matter, incident to the difference in language, unfamiliarity with Cuban localities, etc., will readily be appreciated. Nevertheless, a considerable amount of matter so sent here was opened and returned to the senders.

However, upon the establishment in the island of the present postal system, under control of a director-general of posts, it was soon found that unclaimed matter was accumulating so rapidly in Havana and the provincial post-offices that the necessity for some adequate system for its disposition became imperative. The postal commission appointed by the Postmaster-General on December 12, 1898, had recommended that prompt action be taken in the matter. Following this, the director-general requested that a detail of employees be made from this office charged with the organization of a dead letter bureau at Havana, based upon the methods prevailing in the United States, so far as these could be made applicable.

Appreciating the importance of the subject and its urgent character, the Postmaster-General instructed two capable and experienced employees, then and now in charge of important divisions of this office, to proceed to Havana, and to place themselves under the orders of the director-general for the purpose contemplated. These gentlemen left Washington on March 4 last, and remained in Havana unremittingly engaged in their perplexing duties for nearly two months.

At the outset they were unable to find trace of any former methodical treatment of unclaimed matter, or of any methods or measures designed to fix the responsibility for its proper disposition. So far from there being any system, it is believed that no attempt whatever was made to return to senders letters posted in Cuba which did not bear upon the envelopes the names and addresses of such senders. The final disposition made by the Spanish authorities of the class of matter referred to has not been definitely ascertained. The surprise expressed by the

writers on several occasions, upon receiving valuable matter returned to them through the dead-letter bureau, was so genuine as clearly to indicate that the methods pursued by the postal authorities of this country in caring for and keeping a proper record of undelivered articles of value were novel to them.

It should, however, be stated in this connection that the obligations of the Universal Postal Union Convention, so far as they relate to the mutual interchange of undelivered matter between the countries belonging to the Union, appear to have been discharged, and that dispatches of such matter had been regularly made through the "Department des rebuts," in the office of the administrateur-general of posts.

Under the Spanish régime the prepayment of postage on both domestic and foreign letters was optional, any deficiency in payment being collected from the addressees upon delivery. It is not improbable that the large number of unclaimed letters upon which postage had not been paid and which were sent to the newly established dead-letter bureau for disposition failed of delivery because, having no stamps affixed, it was assumed that the inclosures, if any, were unimportant, and addressees were thus enabled to accept such correspondence as might be considered valuable and to refuse payment on the remainder. There is reason to believe that the enforcement of regulations which have been adopted, making the prepayment of postage compulsory, will reduce the number of undelivered articles sent to the dead-letter bureau as unclaimed.

THE SERVICE IN PORTO RICO.

The conditions which prevailed as to the postal service in Cuba, set forth above, applied in like manner to Porto Rico, and the needs of that island were equally imperative. It was, therefore, ordered by the Postmaster-General that steps be taken to organize a dead-letter bureau there. In pursuance of that order the superintendent of this office, accompanied by a principal clerk of one of its leading divisions, left Washington for San Juan on April 24, last. As was the case with the commission then engaged in similar work at Havana, these gentlemen took with them everything in the way of forms, regulations, etc., necessary, with certain modifications, to lay the foundation of a practical and efficient system. The cumbersome and somewhat complicated regulations which have grown and expanded with the development of our own service were abbreviated, simplified, made applicable to the present needs of the service which they were to control, and printed in both English and Spanish for wide distribution. Clear and intelligible forms and records, simple in scope, but adequate to the purpose, were prepared.

As has been remarked concerning Cuba, if there had been, previous to the American occupation, any system for the proper disposition of undelivered matter, no trace of it could be found, nor was any official discovered who could throw any light upon the subject, though the other branches of the postal system, inaugurated by our own officials, seemed to be rapidly approaching a condition of marked efficiency.

In addition to placing in the hands of each postmaster the series of regulations for the treatment and dispatch to the Dead-Letter Bureau of unclaimed and improperly addressed matter, special stress was laid upon the inviolable sanctity of the seal upon mail matter in transit or in post-offices, and the prime necessity and duty of returning that which failed of delivery intact to the rightful owner. The urgent importance of education in this direction is evidenced by the generally

understood fact that under the old system valuables were rarely inclosed in mailed letters, such being intrusted to the hands of private carriers.

During the stay at San Juan of the commission from this office the return to the sender of a letter containing a sum of money was considered so remarkable that it was made the subject of extensive newspaper comment. It is hoped that such instances will become so numerous in the future as to rob them of their startling character.

Clerks detailed for the purpose were carefully instructed in the use of the record books, circulars, etc., that had been prepared. The entire system was so adjusted, harmonized, and made easily comprehensible that it will be possible hereafter, provided the system be faithfully administered, to identify every letter containing a valuable inclosure sent to the dead-letter bureau and to furnish upon demand information as to its disposition.

A detailed exhibit of the work of the office for the fiscal year follows:

VOLUME OF MATTER HANDLED.

Classification of mail matter received in the Dead-Letter Office during the fiscal year ended June 30, 1899.

Ordinary unclaimed letters		4,903,700
Unclaimed letters returned from foreign countries without card addresses		148,500
Ordinary unclaimed letters with card addresses		14,624
Unclaimed letters returned from foreign countries with card addresses		80,410
Letters missent to this office		6,701
Held for postage:		
Foreign address	8,135	
Domestic address	108,504	
Parcels	28,938	
		145,577
Misdirected:		
Ordinary letters	348,420	
Addresses corrected and returned as undeliverable	11,740	
Parcels	7,309	
		367,469
Without address:		
Ordinary letters	33,652	
Envelopes containing money found loose in the mails	12,443	
Parcels	25,824	
		71,919
Domestic hotel letters		294,739
Fictitious addresses:		
Letters	113,328	
Parcels	589	
		113,917
Unclaimed registered letters and parcels (domestic)		7,709
Miscellaneous letters		2,509
Parcels:		
Unmailable, addressed to foreign countries	16,804	
Excess of weight and measure	1,765	
Ordinary unclaimed	71,621	
Unclaimed, returned from foreign countries with card address	5,326	
Unclaimed, containing photographs	9,499	
		105,015
Originating in foreign countries:		
Unclaimed letters	379,433	
Misdirected letters and postal cards	68,038	
Miscellaneous letters	32,530	
Hotel letters	16,045	
Fictitious addresses	3,494	
Registered letters	20,462	
Printed matter, samples, etc	73,192	
		593,194
Total		6,855,983

Mail matter on hand from preceding year.

Unopened, held for postage, and foreign matter	1,620
Opened, in process of treatment	18,401
Outstanding, in hands of postmasters	4,819
Total	24,840

Disposition of mail matter unopened.

Card and request matter returned to senders:		
Ordinary unclaimed letters	14,624	
Unclaimed letters returned from foreign countries	80,410	
Hotel letters	1,458	
Misdirected letters	1,260	
Held-for-postage letters	2,725	
Registered letters	3,986	
Unclaimed parcels returned from foreign countries	5,326	
		109,789
Held-for-postage matter:		
Letters and parcels forwarded on payment of postage	6,675	
Letters forwarded to officials	531	
		7,206
Misdirected matter:		
Domestic letters delivered to corrected addresses	37,450	
Foreign letters delivered to corrected addresses	13,294	
		50,744
Foreign matter:		
Delivered to applicants	471	
Returned to countries of origin	580,366	
		580,837
Missent letters		6,701
Total delivered unopened		755,277
On hand awaiting delivery:		
Held for postage, foreign address	214	
Foreign registered letters	240	
Ordinary foreign letters	282	
		736
Grand total		756,013

Classification of mail matter opened during the year.

Ordinary unclaimed letters	4,903,700
Unclaimed letters returned from foreign countries	148,500
Hotel letters	293,281
Misdirected letters	321,450
Held-for-postage letters	106,655
Fictitious letters	113,328
Registered letters	3,723
Letters without address	33,652
Miscellaneous letters	2,509
Envelopes containing money found loose in the mails	12,443
Parcels	162,349
Total	6,101,590

Disposition of mail matter opened, including letters on hand and outstanding from preceding year.

Delivered:		
Letters containing money	25,016	
Letters containing drafts, money orders, etc	32,033	
Letters containing miscellaneous papers, etc	38,381	
Letters containing postage stamps	167,608	
Letters containing manuscript	617	
Letters containing nothing of value	1,772,464	
Photographs	36,532	
Parcels of merchandise, books, etc	71,248	
		2,143,899

Returned to owners and awaiting evidences of delivery:		
Letters containing money	1,715	
Letters containing drafts, notes, etc	3,799	
Letters containing nothing of value	79	
Photographs	22	
Parcels of merchandise, books, etc	62	
		5,677
Under treatment looking to delivery:		
Letters containing money	5,985	
Letters containing nothing of value	81,301	
		87,286
Filed upon failure to deliver, subject to reclamation:		
Letters containing money	17,708	
Letters containing drafts, notes, etc	1,356	
Letters containing miscellaneous papers	4,302	
Letters containing postage stamps	5,036	
Letters containing manuscript	479	
Photographs	12,322	
Letters containing nothing of value	1,495	
Parcels of merchandise, books, etc	69,607	
		112,305
Destroyed:		
Letters and circulars without inclosures, which could not be returned to writers	3,733,893	
Parcels containing pamphlets, fruits, seeds, medicines, etc	24,272	
Letters containing postage stamps	16,815	
Letters containing miscellaneous papers, etc	663	
		3,775,643
Grand total		6,124,810

Recapitulation, showing amount of matter handled during the year.

RECEIVED.

Domestic:		
Original dead matter	6,262,789	
Unopened letters awaiting delivery July 1, 1898	161	
Opened letters in process of treatment	18,401	
Opened letters outstanding July 1, 1898	4,819	
		6,286,170
Foreign:		
Original dead matter	593,194	
Original letters awaiting delivery July 1, 1898	1,459	
		594,653
Total (domestic and foreign)		6,880,823

DISPOSITION.

Domestic:		
Delivered during the year	2,305,045	
Filed during the year	112,305	
Outstanding July 1, 1899	5,677	
Destroyed (unsigned letters, circulars, etc.)	3,775,643	
Opened letters in process of treatment July 1, 1899	87,286	
Unopened letters awaiting delivery July 1, 1899	214	
		6,286,170
Foreign:		
Returned to countries of origin	580,366	
Delivered to corrected addresses	13,294	
Delivered to applicants	471	
Awaiting delivery July 1, 1899	522	
		594,653
Total		6,880,823

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to the Dead-Letter Office as undeliverable were classified as follows:

Registered articles	2,630
Ordinary letters (including postal cards)	258,815
Parcels of printed matter, samples, etc	175,147
Total	436,592

DEAD REGISTERED MATTER.

Of the 7,709 unclaimed registered letters and parcels of domestic origin received there were—

Delivered to addresses or restored to senders	5,616
Returned to postmasters for delivery and awaiting receipt	196
Filed upon failure to discover ownership and awaiting reclamation	1,897
Total	7,709

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners, or in the course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners	25,016	$27,409.11
Letters containing money outstanding in the hands of postmasters for restoration to owners	1,715	4,660.94
Letters containing drafts, checks, notes, money orders, etc., restored to owners	32,033	1,022,838.77
Letters containing drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners	3,799	95,872.66
Letters containing postage stamps restored to owners	167,608	7,322.16

Disposition of parcels filed in the Dead-Letter Office.

Addressed parcels:	
Unclaimed from receipts 1896–97, prepared for sale of 1899	24,368
Unclaimed from receipts 1897–98, filed	27,234
Unclaimed from receipts 1898–99, filed	47,915
Total	99,517
Unaddressed parcels:	
Unclaimed from receipts 1898–99	21,530
Total number of parcels on hand	121,047
Disposed of by sale, 1898:	
Parcels unclaimed from 1895–96 (addressed)	25,337
Parcels unclaimed from 1897–98 (unaddressed)	19,956
Total number sold	45,293

Proceeds of sale, $3,376.

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners	$10,100.71
Amount realized from auction sale in December, 1898, of parcels of merchandise which could not be restored to owners	3,015.12
Total	13,115.83

POSTAGE STAMPS.

The following amounts of postage stamps were received in the Dead-Letter Office from the several sources named, and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found	$858.11
Found loose in the mails and sent to the Dead-Letter Office by postmasters	444.70
Received for payment of postage on held-for-postage matter forwarded to destination and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope)	1,266.40
Received from postal administration of Canada in United States postage stamps accepted by that administration in payment of postage to Canada, in accordance with the agreement between the two countries	76.44
Total value of stamps destroyed	2,645.65

In addition to the above, postage stamps to the value of $1,574.22 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage on short-paid matter addressed to either country there have been received from the Canadian administration United States postage stamps to the amount of $76.44. There were returned to Canada by this office Canadian postage stamps amounting to $105.21, leaving a balance due this administration of $28.77, which has been duly reported.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 16,695 magazines, illustrated papers, picture cards, etc., which could not be restored to owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

Magazines	6,442
Pamphlets	1,770
Illustrated papers	5,483
Picture cards, etc	3,000
Total	16,695

Statement showing number of pieces of dead mail matter treated in the Dead-Letter Office during the fiscal year ended June 30, 1899.

Received.		Number.
Domestic mailable letters received during the year		5,562,002
Domestic unmailable letters:		
Held for postage—		
On hand July 1, 1898	161	
Received during the year	116,639	
		116,800
Misdirected		360,160
Without address		33,652
Envelopes containing money found loose in the mails		12,443
Miscellaneous		2,509
Domestic third and fourth class matter (parcels)		167,675
Foreign matter:		
On hand July 1, 1898	1,135	
Received during the year	499,540	
Printed matter, samples, etc	73,192	
		573,867
Registered matter:		
On hand July 1, 1898, foreign	324	
Received during the year—		
Domestic	7,709	
Foreign	20,462	
		28,495
Opened letters outstanding and on hand July 1, 1898		23,220
Total		6,880,823

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1899.
Domestic mailable letters	103,193	5,458,809	
Domestic unmailable letters:			
Held for postage	9,931	106,655	214
Misdirected	38,710	321,450	
Without address		33,652	
Envelopes containing money found loose in mails		12,443	
Miscellaneous		2,509	
Registered:			
Domestic mailed	3,986	3,723	
Foreign mailed	20,546		240
Domestic third and fourth class matter (parcels)	5,326	162,349	
Foreign matter:			
Ordinary letters	500,393		282
Printed matter, samples, etc	73,192		
Opened letters on hand and outstanding, July 1, 1898		23,220	
Total	755,277	6,124,810	736
Grand total			6,880,823

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1899.

	Containing money.		Containing drafts, notes, etc.		Containing merchandise, books.	Containing receipts, paid notes.	Containing photographs.	Containing postage stamps.	Containing manuscript.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.							Number	Value.
RECEIVED.												
Outstanding in the hands of postmasters at close of last fiscal year	1,819	$4,755.47	2,806	$32,422.76	73		35			86	4,819	$37,178.23
On hand undisposed of in Dead-Letter Office at close of last fiscal year	5,297	2,938.98	406	29,225.62	318					12,385	18,401	32,164.60
Received during the year	43,308	37,875.26	33,976	1,130,184.98	164,803	43,346	48,841	189,459	1,096	5,576,761	6,101,590	1,168,060.24
Total	50,424	45,569.71	37,188	1,191,833.36	165,189	43,346	48,876	189,459	1,096	5,589,232	6,124,810	1,237,403.07
DISPOSITION.												
Delivered to owners	25,016	27,409.11	32,033	1,022,838.77	71,248	38,381	36,532	167,608	617	1,772,464	2,143,899	1,050,247.88
Filed in Dead-Letter Office on failure to deliver to owners	17,708	10,245.03	1,356	73,121.93	69,607	4,302	12,322	5,036	479	[1] 1,495	112,305	83,366.96
Destroyed on failure to deliver to owners					24,272	663		16,815		[2] 3,733,893	3,775,643	
On hand in Dead-Letter Office undisposed of	5,985	3,254.63								81,301	87,286	3,254.63
Outstanding in the hands of postmasters for restoration to owners	1,715	4,660.94	3,799	95,872.66	[3] 62		[3] 22			[1] 79	5,677	100,533.60
Total	50,424	45,569.71	37,188	1,191,833.36	165,189	43,346	48,876	189,459	1,096	5,589,232	6,124,810	1,237,403.07

[1] Registered letters without valuable inclosures.

[2] Including advertising circulars, cheap picture cards, unsigned letters, etc.

[3] Registered matter.

Statement of unmailable, hotel, and fictitious matte. received at the Dead-Letter Office for the fiscal year ended June 30, 1899.

Received.		Number.	Disposition.		Number.
Letters:			Letters:		
Held for postage—			Held for postage—		
Foreign address	8,135		Foreign address, circulars sent to collect postage	6,675	
Domestic address	108,504		Official, forwarded	531	
		116,639	Returned to card address	2,725	
Misdirected—			Opened	106,708	
Ordinary[1]	409,692				116,639
Without address	33,652		Misdirected—		
		443,344	Turned over to foreign division[1]	61,272	
Hotel		310,774	Address corrected and forwarded	49,190	
Fictitious		116,822	Returned to card address	1,260	
Returned, misdirected		11,740	Opened	297,970	
Miscellaneous		35,039	Without address, opened	33,652	
					443,344
Total		1,034,358	Hotel—		
			Turned over to foreign division	16,045	
			Returned to card address	1,458	
			Opened	293,271	
					310,774
Parcels:			Fictitious—		
Held for postage		28,938	Returned to foreign division	3,494	
Misdirected		7,309	Opened	113,328	
Without address		25,824			116,822
Containing unmailable matter		16,804	Returned, misdirected, opened		11,740
Excess of weight and measure		1,765	Miscellaneous, opened		2,509
Fictitious		589	Miscellaneous, turned over to foreign divisions		32,530
Total parcels		81,229	Total letters		1,034,358
			Parcels examined and turned over to other divisions		81,229
Grand total		1,115,587	Grand total		1,115,587

[1] Exclusive of postal cards.

Statement showing dead mail matter of foreign origin received and disposed of during fiscal year ended June 30, 1899.

Received.			Disposition.		
Class.		Number.	Class.		Number.
Registered articles:			Registered articles:		
On hand July 1, 1898	324		Returned to country of origin	20,021	
Received during year	20,462		Delivered to addressees	188	
		20,786	Misdirected letters forwarded to corrected addresses	337	
Ordinary letters:[1]			On hand	240	
On hand July 1, 1898	1,135				20,786
Received during year	499,540		Ordinary letters:		
		500,675	Returned to country of origin	489,318	
Parcels and printed matter received during year		73,192	Delivered to addressees	237	
			Misdirected letters forwarded to corrected addresses	10,838	
			On hand	282	
					500,675
			Parcels and printed matter:		
			Returned to country of origin	71,027	
			Delivered to addressees	46	
			Misdirected, forwarded to corrected addresses	2,119	
					73,192
Total		594,653	Total		594,653

[1] This includes postal cards.

Total number of articles disposed of:

Returned to country of origin	580,366
Delivered to addressees	471
Misdirected letters forwarded to corrected addresses	13,294
On hand	522

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1899.

Class.	Number.
Registered letters	2,630
Ordinary letters (including postal cards)	258,815
Parcels and printed matter	175,147
Total	436,592

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries.

Countries.	Returned.				Received.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua	4	92	1	97	1	71	3	75
Argentina	104	965	258	1,327	382	4,415	85	4,882
Austria-Hungary	5,766	43,942	3,951	53,659				
Bahamas	6	608	1	615	5	854	95	954
Bangkok, Siam	2	36		38				
Barbados	5	329	12	346	1	473	91	565
Belgium	123	2,285	1,272	3,680				
Bermuda	3	493	18	514	2	696	147	845
Bolivia	1	30	3	34				
Brazil	145	794	144	1,083	139	3,258	5,665	9,062
British Guiana	4	165	5	174	5	262	224	491
British Honduras	6	96	1	103	2	135		137
British India	28	1,111	711	1,850	11	2,174	4,345	6,530
Bulgaria	19	101	11	131				
Canada	770	88,205	3,670	92,645	437	76,686	17,242	94,365

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries—Continued.

Countries.	Returned.				Received.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Ceylon	6	84	27	117		68	4	72
Chile	26	410	82	518		1,775	3,017	4,792
Colombia	25	543	72	640		612	6	618
Costa Rica	9	258	14	281	2	281		283
Cuba	420	5,922	91	6,433	298	12,156	4,027	16,481
Danish West Indies	2	363	6	371		184		184
Denmark	81	4,090	472	4,643				
Dominica	7	21	1	29				
Ecuador	2	113	24	139	2	35		37
Egypt	85	412	180	677	17	445	1,659	2,121
France	836	10,776	12,495	24,107		5,373	1,732	7,105
French West Indies	1	87	8	96		41	3	44
Germany	3,234	48,543	8,730	60,507				
Gibraltar	13	246	1	260	1	76	50	127
Great Britain	1,266	77,830	21,760	100,856	582	60,545	21,501	82,628
Greece	114	1,263	69	1,446				
Grenada	1	40	1	42		54	259	313
Guatemala	27	338	66	431	24	662	17	703
Hawaii	26	1,862	68	1,956	37	3,040	74	3,151
Haiti	11	144	4	159		38	24	62
Honduras	5	185	6	196	9	598		607
Hongkong	34	922	76	1,032		765	371	1,136
Italy	3,011	49,262	6,988	59,261	2	3,854	1,354	5,210
Jamaica	15	876	27	918	14	1,490	36	1,540
Japan	150	1,971	399	2,520		2,192	2,103	4,295
Java, Netherlands Indies	9	76	7	92	3	5		8
Liberia	1	26	2	29				
Luxemburg	50	333	19	402				
Malta	4	90	4	98				
Mauritius	5	24	1	30				
Mexico	135	13,184	461	13,780	226	10,595	44,493	55,314
Montserrat		16		16				
Netherlands	51	2,914	1,450	4,415		935	837	1,772
Netherlands West Indies	5	114	6	125		59	79	138
Nevis		32		32		12	3	15
Newfoundland	10	1,169	20	1,199	3	3,593	12	3,608
New South Wales	43	1,142	219	1,404	25	3,305	120	3,450
New Zealand	35	781	93	909	9	571	2,538	3,118
Nicaragua	5	181	4	190	7	120		127
Norway	96	8,681	979	9,756				
Paraguay	3	16	12	31	25	64		89
Persia	7	20		27				
Peru	14	168	22	204	34	305		339
Philippines	15	125	7	147	30	309		339
Portugal	246	3,820	132	4,198	31	443	811	1,285
Porto Rico	10	1,265	8	1,283		615		615
Queensland	13	248	65	326	7	343	374	724
Roumania	146	2,027	45	2,218				
Russia	1,762	45,901	1,230	48,893				
St. Kitts		217	4	221		49	10	59
St. Lucia	1	57		58		51		51
St. Vincent		51		51			1	1
Salvador Republic	7	95	42	144	84	166		250
Santo Domingo	12	168	1	181	8	255	10	273
Servia	5	23		28				
Shanghai, United States postal agency	5	30	4	39				
Society Islands		11		11		13	2	15
South African Republic	30	540	110	680	82	1,822	1,516	3,420
Spain	227	35,483	1,204	36,914	25	838	648	1,511
Straits Settlements	17	107	5	129		547		547
Surinam	6	34		40				
Sweden	168	17,498	1,121	18,787				
Switzerland	352	4,260	1,715	6,327				
Tasmania	5	73	9	87		58	98	156
Tobago		3		3				
Trinidad	7	180	7	194	3	232	24	259
Turkey	71	1,202	53	1,326				
Turks Islands		23	1	24		11		11
Uruguay	13	115	48	176	15	209		224
Venezuela	18	326	52	396	1	52	48	101
Victoria	19	656	140	815	20	1,202	743	1,965
Universal Postal Union					16	48,350	58,642	107,008
Miscellaneous					3	378	4	385
Grand total	20,021	489,318	71,027	580,366	2,630	258,815	175,147	436,592

Statement showing the classification, number, and disposition of dead registered letters received in the Dead-Letter Office during the fiscal year ended June 30, 1899.

Received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official	25	To foreign division	20,462
Ordinary	3,723	To Executive Departments	25
Request	3,961	Card and request	3,961
Foreign	20,462	Opened	3,723
Total	28,171	Total	28,171

Contents of letters opened.	Disposition of letters opened.				Total.
	Delivered.	Filed.			
		Originally filed.	Returned and filed.	Outstanding and on hand.	
Money	239	8	110	17	374
Drafts, money orders, etc	75	4	22	16	117
Photographs, receipts, stamps, etc	160	75	21	22	278
Merchandise	1,035	125	37	62	1,259
Nothing of value	121	1,428	67	79	1,695
Total	1,630	1,640	257	196	3,723

Statement showing the receipt, treatment, and disposition of parcels in the Dead-Letter Office for fiscal year ended June 30, 1899.

RECEIVED.

Addressed parcels:		
Verified with lists and recorded	129,821	
Verified with lists and destroyed	13,998	
		143,819
Unaddressed parcels, including letters containing merchandise:		
Contents verified with lists and recorded		27,417
Total		171,236

Treatment:		
Addressed parcels—		
Forwarded to addressees or returned to senders	22,327	
Delivered to other divisions for disposition	5,567	
Destroyed, perishable, and matter without value	6,299	
Filed; no clew to owner ascertainable	21,734	
Notices of detention sent	73,894	
Verified with lists and destroyed	13,998	
		143,819
Unaddressed parcels—		
Delivered to other divisions	1,812	
Destroyed, perishable, and matter without value	3,826	
Filed; no clew to owner ascertainable	21,779	
		27,417
Total		171,236

DISPOSITION.

Delivered:		
Forwarded or returned in treatment	22,327	
Forwarded by mail in return of notice, etc	48,099	
Forwarded by express on return of notice, etc	667	
Forwarded from receipts of previous year	1,651	
Total	72,744	
Failed of delivery and returned and filed	953	
Delivered or awaiting delivery by postmasters		71,791

Filed:		
No clew to owner when examined or notices not returned	68,492	
Sent to postmasters and returned	953	
		69,445
Destroyed:		
From lists	17,824	
In treatment	6,299	
At owner's request	149	
		24,272
Delivery to other divisions		7,379
Total		172,887
Delivered from receipts of previous years		1,651
Total		171,236

RURAL FREE DELIVERY.

There has been nothing in the history of the postal service of the United States so remarkable as the growth of the rural free delivery system. Within the past two years, largely by the aid of the people themselves, who, in appreciation of the helping hand which the Government extended to them, have met these advances halfway, it has implanted itself so firmly upon postal administration that it can no longer be considered in the light of an experiment, but has to be dealt with as an established agency of progress, awaiting only the action of the Congress to determine how rapidly it shall be developed.

The facts hereinafter set forth, with some elaboration of detail which the importance of the subject seems to me to warrant, will, I think, demonstrate—

That the free delivery of mails in rural communities can be widely extended with great benefit to the people and with little cost to the revenue.

That whenever the system has been judiciously inaugurated, with a sincere purpose to make it a success, it has been followed by these beneficial results:

I. Increased postal receipts. More letters are written and received. More newspapers and magazines are subscribed for. So marked is this advancement that quite a number of rural routes already pay for themselves by the additional business they bring.

II. Enhancement of the value of farm lands reached by rural free delivery. This increase of value has been estimated at as high as $5 per acre in some States. A moderate estimate is from $2 to $3 per acre.

III. A general improvement of the condition of the roads traversed by the rural carrier. In the Western States especially the construction of good roads has been a prerequisite to the establishment of rural free delivery service. In one county in Indiana a special agent reports that the farmers incurred an expense of over $2,600 to grade and gravel a road in order to obtain rural free delivery.

IV. Better prices obtained for farm products, the producers being brought into daily touch with the state of the markets, and thus being enabled to take advantage of information heretofore unattainable.

V. To these material advantages may be added the educational benefits conferred by relieving the monotony of farm life through ready access to wholesome literature, and the keeping of all rural residents, the young people as well as their elders, fully informed as to the stirring

events of the day. The moral value of these civilizing influences can not be too highly rated.

EARLY DIFFICULTIES.

Yet the service has had its trials to overcome. Surrounded at its birth by unfavorable auspices the path of rural free delivery was not a happy one. It was condemned by the House Committee on the Post-Office and Post-Roads of the Fifty-third Congress (Hon. John S. Henderson, of North Carolina, chairman) as a scheme impossible of execution, which "would require an appropriation of at least $20,000,000 to inaugurate it."

Postmaster-General William S. Bissell, in his report for 1893, concurred in the opinion of First Assistant Postmaster-General Frank H. Jones, that "the Department would not be warranted in burdening the people with such a great expense."

In his annual report for 1894 Postmaster-General Bissell declined to expend the small appropriation of $10,000 made by Congress to test the feasibility of the scheme, stating that "the proposed plan of rural free delivery, if adopted, would result in an additional cost to the people of about $20,000,000 for the first year," and that he did not believe the people were yet ready to involve themselves in such a large expenditure for the purpose.

When Congress increased the appropriation for a test to $20,000 in 1895, Postmaster-General William L. Wilson adopted the views of his predecessor, Mr. Bissell, and of the House Committee on the Post-Office and Post-Roads, that the plan of establishing rural free delivery was wholly impracticable. He added that he had assumed control of the Department too late in the fiscal year to take any action under the appropriation, but, should Congress see fit to make it available for the current year, he would put the experiment ordered to the test by the best methods he could devise.

Congress made $40,000 available, and in 1896 Postmaster-General Wilson, with many expressed misgivings, put the service to the test, saying that he had taken care "to choose territory widely divergent in physical features, and in the occupation and density of its population."

ORIGINAL RURAL SERVICE.

The forty-four "widely divergent" routes selected for the experiment by Postmaster-General Wilson were located in twenty-nine States.

In order of date of their establishment, they were as follows:

October 1, 1896: Halltown, Uvilla, and Charlestown, W. Va.

October 15, 1896: Hartsville and Hope, Ind.; Collinsville, Darrtown, Elba, and Somerville, Ohio; Westminster, Md., and Cairo, Mo.

October 19, 1896: Clarksville, Ark.

October 22, 1896: Palmyra, Va.

October 23, 1896: China Grove, N. C.

October 26, 1896: Bonner Springs, Kans.

November 1, 1896: Thibodeaux, La.

November 2, 1896: Bernardstown and Greenfield, Mass.

November 7, 1896: Tecumseh, Nebr.

November 10, 1896: Loveland, Colo., and Morning Sun, Iowa.

November 16, 1896: Sun Prairie, Iowa.

November 23, 1896: Gorham, Naples, and Sabago Lake, Me., and Orange, Mass.

November 24, 1896: New Stanton and Ruffsdale, Pa., and Tempe, Ariz.
November 25, 1896: North Deering, Me.
December 1, 1896: South Deerfield, Mass.
December 3, 1896: Climax, Mich.
December 7, 1896: Opelika, Ala., and Brunswick, Me.
December 8, 1896: Quitman, Ga.
December 10, 1896: Auburn, Ill.
December 21, 1896: Grand Isle, Vt., and Lancaster, Pa.
January 1, 1897: Farmington, Minn.; Allensville, Ky., and Atoka, Tenn.
February 1, 1897: Campbell, Cal.
April 1, 1897: North Yakima, Wash.

HOW THE SERVICE WAS STARTED.

All the details in regard to the installation of the service were placed in the hands of officers of the "Division of Post-Office Inspection and Mail Depredations." In order to perform this unwelcome and unappreciated service the inspectors were detached from other pressing duties, upon the successful performance of which (under the regulations of their division), their advancement in rank and pay to some extent depended. It is but just to say that they did the best they could under the circumstances. But they were hampered by orders which left them no discretion. They were instructed to start experimental tests of rural delivery in specifically named localities, no matter whether the conditions seemed to them favorable or otherwise. Some of them became impressed with the idea that the locations assigned them had been chosen to show that rural free delivery was not desired and was impossible of execution.

The inspector who started service over three routes from Cairo, Mo., for example, reported officially that he had "labored under serious disadvantages," arising from the instructions of the Department and the slowness of appreciation on the part of the patrons, who, he said, "have only just begun to realize that it is unnecessary to wait until it is convenient to visit the post-office before replying to their correspondents." The three routes which he started accommodated barely 400 patrons.

After the service passed under my charge the monthly reports from Cairo continued to be so unsatisfactory that in June last I ordered a reorganization of the territory. This was effected under an agent specially employed for rural free-delivery work. He made two routes out of the original three, struck out all portions of the routes which led to impassable roads, and added new territory where the roads were good, so as to give a larger number of patrons on the two routes than were formerly served by the three. I am glad to state that the Cairo rural free-delivery service is now showing good results and is appreciated by the people. The amount of mail handled is increasing and the delivery will soon pay its way.

At Allensville, Todd County, Ky., the service started by a post-office inspector, had three carriers in a county without turnpike roads, township divisions, or a county map. Nobody wanted it. Many of the leading farmers on the routes had business which took them daily into the town of Allensville, on the Louisville and Nashville Railway, where they received their mail at the post-office, and some of them were connected with the town by telephone. The rest of the population consisted chiefly of colored people, many of whom were unable to read or

write. The service was an unwelcome gift and an embarrassment to those upon whom it was imposed without their solicitation. It cost the first year within a fraction of 4 cents for every piece of mail handled. At the beginning of the present fiscal year it was ordered discontinued by my direction.

Another inspector who, under instructions from the Department, laid out a route from Hartsville, Bartholomew County, Ind., reported that no successful test of rural free delivery could be made in that district without the discontinuance of the Rugby post-office. In regard to the character of the people living on the line of the prescribed route, he wrote:

> I find that they are not demanding free delivery of their mail; their correspondence is largely social in its nature, and a question of a day or two in the delivery cuts no figure with them. While a majority of the farmers take weekly papers, and some take magazines, but few take daily papers, and only those residing near post-offices. It will, therefore, be seen that the quantity, nature, and importance of the average farmer's mail is not such as to make rural free delivery an essential.

Under these unfavorable auspices, and with the Rugby post-office in full operation, rural free delivery was started from Hartsville. After it had been in existence a month the postmaster, in reply to questions addressed to him by First Assistant Postmaster-General Jones, replied that only one person had changed his address to Hartsville to get the benefit of the service and that the amount of mail handled had not increased. A month later he again reported that the carrier was traveling 24 miles a day to serve 38 persons. At the end of the fiscal year 1897, the cost of rural free delivery from Hartsville was found to average more than 6½ cents for every piece of mail handled, and I ordered the service discontinued. Subsequently, at the urgent request of leading citizens, a special agent was sent to look over the ground and select some route from Hartsville which would give a practicable and economical service, and I am gratified to state that since August 15, 1899, rural free delivery has been conducted from that point with marked success. During the first month of the reorganized service 2,538 pieces of mail were delivered and collected, thus reducing the percentage of cost from 6.34 cents to 1.28 cents.

Delivery of the rural mails from Quitman, Ga., cost 4.09 cents per piece for the first year of its establishment; Halltown, W. Va., 3.32 cents; Uvilla, W. Va., 3.32 cents; Atoka, Tenn., 2.93 cents; Tecumseh, Nebr., 2.81 cents; Clarksville, Ark., 2.72 cents; Palmyra, Va., 2.64 cents, and other services proved equally costly.

But there were some of the original routes which were so well placed and gave such immediate satisfaction to the people that their merits could not be obscured. Bernardstown and Greenfield, Mass., Campbell, Cal., Lancaster, Pa., Loveland, Colo., and Tempe, Ariz., came to the front, and with greatly diverging conditions, demonstrated clearly that rural free delivery judiciously inaugurated could be made less expensive and more nearly self-sustaining than the urban free-delivery service established in many of the smaller cities under authority of Congress. It thus was made evident that the expansion of rural free delivery would only be a question of time.

HOW THE SERVICE GREW.

When I had the honor to enter upon the duties of First Assistant Postmaster-General, in March, 1897, the operations in connection with the establishment of rural free delivery had attracted so little attention

that it was almost with surprise I learned that there was such an experiment in progress and that Congress had made an appropriation of $50,000 to give it a further test. An examination of the reports on file led to the conclusion that great possibilities of social, industrial, and educational development lay behind the projected extension of postal facilities in rural communities, and that with proper care in the selection of localities, the service could be extended far and wide, with great benefit to the people and without any serious tax upon the revenues of the Government, inasmuch as the increase of postal business which had hitherto followed the granting of additional postal facilities in every well-selected rural route, would go far toward the payment of the extra expense incurred, while the discontinuance of unnecessary post offices and star routes would in many cases make the improved service a source of saving instead of added outlay.

It was, of course, apparent that no accurate balance sheet of profit and loss could immediately be struck, inasmuch as no account could be kept of the saving effected by dispensing with the offices of postmasters of the fourth class, who are authorized by law to retain all their receipts up to the limit of $1,000. Their receipts do not appear in the post office returns. They are perquisites of the postmasters, to which they cling with natural tenacity. When, under the operations of rural free delivery, their cancellations are turned into the general postal revenues, the service thus rendered becomes an item of cost charged against the rural-free-delivery appropriation, but the saving effected can not be credited to that account. In like manner, star-route service dispensed with makes a net saving to the Government, but goes to the credit of another branch of the service, as star-route contractors are paid under an appropriation not supervised by the First Assistant Postmaster-General.

INITIATING THE NEW SERVICE.

Petitions from every section of the country where the service had been given a fair trial began to pour in upon the Department. Special agents were appointed to look into the claims presented and to lay out services wherever the conditions seemed favorable to an economical and successful administration. Such good results were obtained that Congress, responding to the demand of the people, appropriated $150,000 for rural free delivery for the fiscal year 1897–98 and gave $300,000 for the same purpose for the current fiscal year. The requests for the service multiplied like an endless chain, every new rural delivery route established bringing in three or more applications from contiguous territory for like privileges, and before four months of the present fiscal year had expired the appropriation was found to have been practically apportioned out. That is to say, the existing service, if continued to the close of the fiscal year, would require the disbursement of the whole amount appropriated by Congress. As I did not deem myself authorized to create a deficiency, even in so popular and important a work of postal development, a halt was reluctantly called in the installation of new rural free delivery service to await the further directions of the Congress.

On the 1st of November, 1899, rural free delivery was in successful operation from 383 distributing points radiating over 40 States and 1 Territory, as follows:

Alabama	1	New Hampshire	5
Arkansas	1	New Jersey	7
Arizona	1	New York	24
California	14	North Carolina	1
Colorado	5	North Dakota	3
Connecticut	6	Ohio	49
Delaware	4	Oregon	3
Florida	1	Pennsylvania	15
Georgia	4	Rhode Island	5
Illinois	17	South Carolina	21
Indiana	44	South Dakota	2
Iowa	23	Tennessee	6
Kansas	17	Texas	2
Kentucky	2	Utah	1
Louisiana	1	Vermont	6
Maine	7	Virginia	4
Maryland	10	Washington	1
Massachusetts	11	West Virginia	7
Michigan	15	Wisconsin	15
Minnesota	7		
Missouri	12		383
Nebraska	3		

Idaho, Mississippi, Montana, and Wyoming were the only States unrepresented.

COST OF THE NEW SERVICE ESTABLISHED.

Between the beginning of the new fiscal year, July 1, 1899, and the 1st of November, 1899, when the additional appropriation of $150,000, granted for extension of the rural free delivery service previously established (which became available on the 1st of July, 1899 was found to be exhausted, new service was established as follows:

States.	Number of routes.	Population served.	States.	Number of routes.	Population served.
California	5	4,100	New Jersey	1	565
Colorado	3	2,525	New York	11	8,535
Connecticut	2	1,700	Ohio	38	26,040
Delaware	1	1,000	Oregon	2	1,490
Illinois	12	8,580	Pennsylvania	14	11,216
Indiana	25	18,307	Rhode Island	5	3,530
Iowa	21	11,791	South Carolina	2	1,200
Kansas	16	12,882	South Dakota	1	580
Kentucky	4	3,000	Tennessee	4	2,400
Maine	3	1,500	Texas	2	1,435
Maryland	1	1,500	Utah	1	2,000
Massachusetts	3	1,850	Vermont	3	1,800
Michigan	13	10,725	West Virginia	1	750
Minnesota	10	5,410	Wisconsin	19	14,167
Missouri	9	4,528			
New Hampshire	11	14,025	Total	243	179,131

It will thus be seen that with an additional expenditure of $150,000 rural free delivery has been extended to nearly 180,000 persons, at an annual cost of about 84 cents per capita. No account is taken in this estimate of the great increase of postal receipts (averaging from 50 to 75 per cent), which always follows the establishment of rural delivery, nor is any reduction made for the cost of fourth-class post-offices and star routes practically superseded by the new service, which have been or might be discontinued.

CITY AND RURAL DELIVERY CONTRASTED.

These figures make a most favorable showing when compared with the cost of free delivery service in the smaller cities, many of which, when, by reason of gross receipts aggregating $10,000 per annum, they fall within the free delivery service, have a population not exceeding 5,000. Three carriers (the usual number) assigned to cities of this class, at a salary of $600 per annum, make the cost of the delivery $2.80 per capita, with no very great increase to be expected in the postal receipts, because of the slight additional accommodation afforded. It is a small matter to a resident of a town to be saved a walk of a few hundred yards to the post-office. This point is emphasized by the fact that in all large cities many leading merchants prefer to rent a post-office box and send for their letters after the distribution of each mail. The resident of one of the minor cities supplied with free delivery will write and receive very few additional letters because he is saved the necessity of a short walk to the post-office. On the other hand, it is a great accommodation to the farmer to be spared a drive of 5 or 10 miles over country roads to get his mail, and he answers his letters more promptly than he otherwise would have done, and writes more letters when he finds he has only to drop them into a box at his fence corner, and they will be collected and transmitted.

City delivery was initiated primarily to relieve the post-offices, it being manifestly impossible for the postmaster to deliver the mails of ten thousand or more people through the post-office window. Rural free delivery has for its main purpose the advancement and education of the people and to bring the postal service within their reach. Even in the most favored rural districts there is no service that approaches in completeness the house-to-house delivery of the cities. The recipients of the rural mail have to provide boxes and place them at convenient places along the line of road traversed by the rural carrier, so that he can deposit and collect the mails, if need be, without alighting from his buggy. Frequently, as shown in the photographs herewith reproduced, seven or eight neighborhood boxes are grouped together like a lot of beehives at a crossroad corner, and the people living in houses perhaps half a mile or more back from the road watch for the daily passing of the carrier and come to the crossroad to collect or deposit their mails.

But even this is so much better than the long ride to the post-office in all kinds of weather, on the mere chance that there may be some mail awaiting them, and the time consumed in watching for the carrier and sending one of the children, it may be, down to the letter box to get the mail, is so much less than that which would be occupied in hitching up a horse and driving to town, and the saving of labor in the busy season is so important an item to the frugal industrious agriculturist that rural free delivery is generally spoken of in the communities where it has been tried as the greatest boon the Government has ever conferred upon them. One Missouri farmer calculated that in the last fifteen years he had driven 12,000 miles going to and from his post-office to get his mails, all of which travel is now saved him by rural free delivery.

Some earnest advocates of rural free delivery recently engaged in a public discussion of the question in Pennsylvania, estimated that every farmer not served by rural free delivery went at least once or twice a week to the nearest post-office for his mail, and occupied on an average one-third of a working day on the trip. Taking the value of the time thus lost in the busy farming season at only 50 cents a head, they were

amazed at the magnitude of their own figures, which ran up into many millions of dollars lost to the productive agricultural interests through the necessity imposed upon them by the Government of sending to the village post-office for their mails.

HOW RURAL SERVICE IS ESTABLISHED.

With the enormous increase of applications for the establishment or extension of the rural free-delivery service which descended upon the Department with the increased appropriation, it became necessary to formulate some fixed rules to control the applicants and also the special agents sent out to investigate and report upon their applications. It was found to be no longer practicable to detail a special agent at the request of a member of Congress to go over his district and select and map out some suitable route or routes for the inauguration of service. Directions were therefore issued that all service must be originated upon petitions presented by the people desiring it, through Representatives in Congress or Senators.

A requirement was made that whenever practicable, a rough map should be furnished of the country to be traversed, accompanied by a general statement as to the number and avocations of the people to be served.

Special agents were instructed that, as a rule, where good roads prevailed no rural route should be less than 25 miles in length, and that no route ought to be started where the roads were not graveled or macadamized.

It was further required that there should be not less than 100 families within easy reach of each route, and a careful proviso was inserted that rural free delivery must not be made a mere adjunct to city delivery by giving a suburban service to residents within 2 or 3 miles of a post-office in a city in which rural free delivery prevails.

It was also stated that while so many farming communities far removed from mail facilities were asking for rural service once a day, or even three times a week, and their wishes could not be complied with under the existing appropriation, it was not the policy of the Department to authorize two deliveries a day by rural carrier anywhere, unless the circumstances were very extraordinary.

Special agents were cautioned that they had no authority to lay out a rural route without previous instructions; that their authority ceased when they had mapped out the proposed routes and bonded the carriers; and that no route must be started without explicit written instructions from the Department.

When an order is issued for the establishment of a rural route the postmaster is advised of the length and boundaries of the routes which the carriers must follow. He is informed that the carriers are under his control, and that it is his duty to report any dereliction of duty on their part; that their pay will be $400 per annum, which includes horse hire, but not actual tolls and ferriages; that they will be paid monthly by warrants issued directly from the Treasury Department, upon vouchers approved by him, and that when a regular carrier is absent or disabled and a recognized bonded substitute (no other being allowed) performs duty in his place, the warrant will still be made out in the name of the regular carrier, who must arrange his own terms of compensating his substitute.

The postmaster is especially directed to see that the boxes put up by the patrons of the delivery shall be of a proper character.

COOPERATION OF POSTMASTERS.

In enforcing this latter requirement the postmasters of the distributing offices have recently been rendering the Department valuable service. Most of them on being informed of the intention to start a rural service from their office have at their own expense distributed circulars along the line of the proposed route, reading substantially as follows:

RURAL FREE MAIL DELIVERY.

Rural free mail delivery will be inaugurated at ——— [name of town], on ——— [date]. The route will be as follows: [Here is inserted a full description of the route.]

Mail will be delivered to any family on or adjacent to the above route, free of all cost, provided only that a suitable box to receive the mail is put up directly on the above route, in a place that can be conveniently reached by the carrier without alighting from his buggy. No mail will be delivered unless a box is provided to receive it.

It will be noticed that the carrier has a daily drive of about 25 miles, and it is hoped that patrons will not delay him on the route unless it is necessary. Stamps and postal cards may be purchased of the carrier, but it is advised that a supply of these be kept on hand, as he has not time to wait while you write your cards and letters.

It is the duty of the patrons who appreciate the service to see that roads are kept in good condition and that the following request of the First Assistant Postmaster-General in regard to boxes be complied with:

"It is particularly desired by the Department that the boxes put up by the patrons of the delivery shall be of such a character as to be secure, not only from the weather, but from mischievous or malicious depredation. The United States mail should not be deposited in any but an appropriate receptacle, properly labeled and protected."

Watch the carrier and see what time he arrives at your house every day. The time will vary but little from one day to another. Get your mail out of the box as soon as possible after he leaves it.

Tack a red cloth on the inside of your mail box, and when you have mail for the carrier to collect pull the cloth out so he can see it. Mail to be sent to the office should be placed in your box where the carrier can get it when he leaves your mail. He will not stop for mail unless you have the signal out.

Strict attention to the above rules will do a great deal to facilitate the service and make it popular and efficient.

To insure prompt delivery all mail should be addressed "Rural Route No. ——" (name of distributing office).

[Signature of postmaster.]

SOME MODEL RURAL ROUTES.

At Lafayette, Ind., the postmaster and the carriers seem to have vied with each other in their efforts to establish a model rural free-delivery service.

The rural carriers are governed by the same rules as the carriers of the city delivery service; they wear the same uniform, provided at their own cost, and each has furnished himself with a special-delivery wagon with "U. S. Mail," "Rural Delivery Route No. —, Lafayette," painted on the front and sides. Each wagon has a sliding door at the sides with a glass front, and is fitted up with pigeonholes, in which the carrier sorts his mail as he goes along. There is also a contrivance for heating the wagon in cold weather. All the boxes along the routes are of galvanized iron, of uniform size, painted, and closely resembling in appearance the regulation boxes used in cities, and are nailed on posts of such height as to bring them to a level with the postal wagon. As he drives up alongside the box the carrier opens his sliding door and drops the mail in the box, at the same time raising a zinc signal which is riveted to the box. If there is any mail for him to collect he



SCENE ON RURAL FREE-DELIVERY ROUTE NO. 1, LAFAYETTE, IND.

Withdrawn



RURAL CARRIER ON HIS ROUTE AT CRAWFORDSVILLE, IND.

CLASSIFIED



RURAL ROUTE NO. 1, HOPE, IND.

Digitized by Google

UNIV OF
CALIFORNIA



RURAL ROUTE NO. 1, HEDRICK, IOWA.

Digitized by Google

UNIV. OF
RNIA



RURAL ROUTE NO. 1, PLATTE CITY, MO.

Digitized by Google



A FENCE CORNER AT SIDNEY, OHIO.



RURAL DELIVERY AT VICTORIA, ILL.

[illegible]

UNIV. OF
CALIFORNIA



AMONG THE SUGAR PLANTATIONS AT THIBODEAUX, LA.

Digitized by Google

UNIV. OF
LIFORNIA



AMONG THE FRUIT ORCHARDS AT KIREEN CROSS ROADS, TEMPE, ARIZ.

Digitized by Google



RURAL CARRIER AMONG THE BLIZZARDS, AT BOWLING GREEN, OHIO.
THERMOMETER TWENTY DEGREES BELOW ZERO

finds this signal raised; if he has none to deliver in return he turns the signal down. If the signal is not raised and he has no mail to deliver at that box he drives by without stopping. Each carrier has a whistle with which he signals the owners of the boxes in case they live some distance away, so as to let them know he is coming with his mail.

At one point on rural route No. 1, 12 miles northwest of Lafayette, there are eight boxes grouped together. The accompanying photograph shows the neighborhood gathered at the crossroads to receive their mails. All these people live about a half mile from the store in different directions. There is a similar crowd waiting for the carrier every day.

At Crawfordsville, Ind., the rural carriers also wear the regulation uniform, and on each of the five routes a delivery wagon, provided by the carrier himself, similar in construction to those at Lafayette, is used. The photograph reproduced shows one of the carriers at work upon his route.

At Hedrick, Iowa, where the service has only been started about three months the mail carrier has had a handsome delivery wagon specially built, with side doors, pigeonholes, and other appliances, which is also illustrated by photograph.

VARIETIES AND VICISSITUDES OF THE SERVICE.

The appended illustrations of rural service on routes in Missouri, Indiana, Arizona, Louisiana, Illinois, and Ohio, afford glimpses of the diversity of the service; its smooth places and its rustic ruggedness, and to some extent, at least, of the hardships which in all extremities of weather the carriers cheerfully undergo. Even during the severe blizzards of last winter the occasions were very rare when the carriers failed to make their rounds over the most difficult mountain roads.

On at least two routes there are girl carriers, and they are as unflagging in their devotion to the service as the men, and as efficient.

Instances have been very few where rural carriers have been reported for misconduct or inefficiency. They give bond in the sum of $500 for the faithful performance of their duties. No case has yet occurred where the Department has been required to call upon their bondsmen.

Under present regulations the carriers give receipts for money orders, and, if their patrons desire it, can inclose and mail these orders after they have obtained them. I am informed that directions will shortly be issued by the Third Assistant Postmaster-General, empowering rural carriers to receive and receipt for letters for registration just as city carriers do. At present they deliver registered packages, but are not authorized to receive such packages for registration.

SECURITY OF THE MAIL BOXES.

The question of the inviolability of the mail boxes placed upon the rural free delivery routes is one that has commanded earnest attention.

In the early days of the service, when neither Congress nor the Post-Office Department, as then organized, held out any hope that rural free delivery would prove more than a transitory experiment, extreme carelessness was manifested as to the kind of receptacles put up as rural free delivery boxes. Tomato cans, cigar boxes, drainage pipes up-ended, soap boxes, and even sections of discarded stovepipe were used as mail boxes, and were frequently placed in hedge rows or other inconvenient spots out of reach of the carrier.

Systematic efforts have been made during the past year to remedy this defect. Rural carriers have been ordered to report to the postmaster the names of all the patrons of their delivery who have not put up secure and respectable-looking boxes, and to all of these persons a notification has been sent that unless they comply with the requirements of the Department within a given time rural free delivery may be withdrawn from them and conferred upon some more appreciative community. These admonitions I have no doubt will have their proper effect in most instances.

Where continued neglect is shown in this essential particular it is my purpose to order the transfer of the service to one of the many other localities earnestly seeking it and willing to make sacrifices to obtain it. The accompanying photographs illustrate two extremes in the kind of boxes supplied. One appears to be simply an old feed box without any protection from the weather or any immunity from depredation. The other is a well-devised lock box of iron with two compartments, one for the reception of the mail, the other for its delivery, and with an automatic contrivance which raises either a red or white flag to indicate when there is mail to be collected or when there has been mail delivered. Satisfactory rural free-delivery boxes have been devised in great variety and put in operation in various parts of the country, ranging in price from 50 cents to $4 and $5 each. A box made at South Bend, Ind., of galvanized iron, 15 inches long, 5½ inches wide, and 6½ inches high, properly painted and lettered, and in every way suitable, is furnished, delivered at the cars, for 50 cents.

The Department simply expects security and appropriateness for the service.

THE GOVERNMENT TO FURNISH BOXES.

I respectfully suggest that it would be good policy for the Department to adopt, after advertising for proposals, some uniform style of mail box for the rural free delivery service, with two compartments, one for collection and one for delivery, with one master key for the carrier to open the collection compartments of all the boxes and a separate key for the delivery compartment to be furnished to each patron of the delivery; these boxes to be put up and kept in repair by the Post-Office Department, and to be rented to the patrons of the rural free delivery service at some moderate price, which would not only pay the Government interest on its investment but yield a revenue. The Government now supplies furniture to post-offices in cities, and charges a rental for the use of boxes, which rental ranges from 15 cents to 50 cents a quarter for call boxes and from 25 cents to $4 a quarter for lock boxes.

Why should not a similar plan be put in operation by authority of Congress in the rural delivery service? One great advantage which would result from its adoption would be that it would throw around all the mail boxes in the rural service the undisputed protection of the United States laws and enable the Department to promptly punish malicious damage or depredation.

It is a question now whether mails placed in the ordinary rural letter boxes for collection or delivery fall within the provisions of sections 1423 and 1424 of Postal Laws and Regulations, which prescribe penalties for malicious injuries to letter boxes or destruction of mail matter deposited therein. On the one hand, letters placed in such boxes for collection have not yet reached the custody of postal authorities; on the other hand, letters placed in such boxes by the carrier for delivery

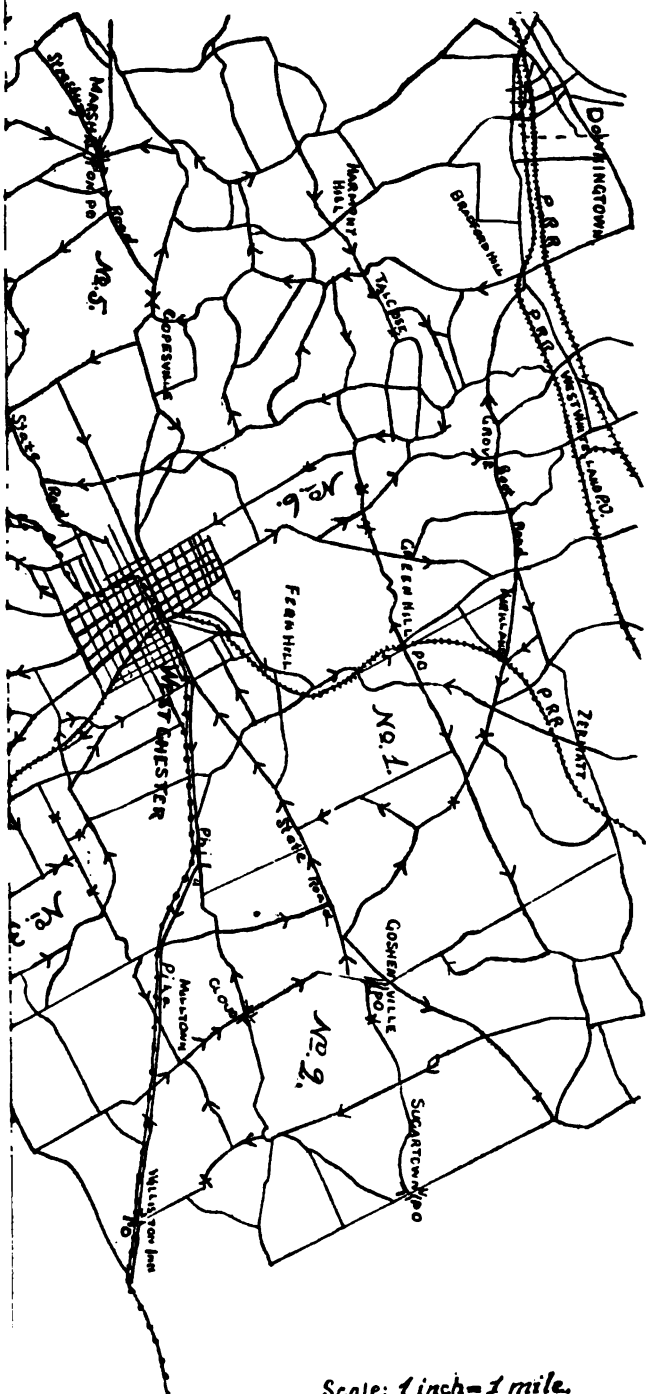


RURAL BOX, AS IT SHOULD NOT BE, AT MAGNOLIA, ILL.



RURAL BOX WITH AUTOMATIC SIGNAL FLAG, AS IT SHOULD BE, AT HILLSDALE, SANTA CLARA COUNTY, CAL.

Property of
Princeton
University



FREE DELIVERY
WEST CHESTER
PA.
1899.

have left the custody of the postal authorities and have not yet reached the owners. All uncertainity on these points would be removed if the boxes were provided by the Government. Each would then be a miniature post-office, and persons guilty of malicious molestation or theft would clearly be amenable to the penalties prescribed by the laws of the United States.

HOW THE RURAL SERVICE CAN BE MADE TO PAY.

As a practical illustration of how rural free delivery, when carefully established, can be made self-supporting, the following tabulated statement has been prepared:

Summary of rural free delivery at West Chester, Chester County, Pa., six carriers, January to September, inclusive.

1899.	Delivered.	Collected.	Total.	Average per carrier.
January	9,133	2,468	11,601	1,933
February	12,499	6,353	18,852	3,142
March	13,864	7,997	23,861	3,977
April	16,031	8,985	25,016	4,169
May	18,063	20,882	38,945	6,491
June	19,648	23,145	42,793	7,132
July	16,598	18,602	37,200	6,200
August	21,592	16,621	38,213	6,369
September	24,277	14,610	38,887	6,481
Total	155,805	119,668	275,468	5,099

This service was instituted January 1, 1899. No post-offices or star routes were discontinued. Two fourth-class post-offices have ceased to exist in consequence of their patrons being supplied by rural delivery. The cost of the service for the nine months it has been in existence has been $1,800. A fair estimate of the value of the postage on matter collected is 2 cents per piece, amounting on the 119,668 pieces collected to $2,393.36, thus not only paying for the service but leaving a balance of $593.36, after affording the people a much appreciated free delivery and collection service which they had not heretofore possessed. If it had not been for the rural collection service, practically all the above sum would have been absorbed by fourth-class postmasters, and the people would have been compelled to send to West Chester or some other office for the 155,805 pieces of mail delivered without charge almost at their doors. The thoroughness with which the district adjacent to West Chester has been covered by rural free delivery is shown in the accompanying map.

The success of the rural service in Washington County, Pennsylvania, has been equally remarkable.

The rural carrier at Owosso, Mich., in the month of March last collected and delivered 8,621 pieces of mail. From November, 1898, to September, 1899, a period of eleven months, this carrier delivered and collected a total of 88,992 pieces, an average of 8,090 a month. This service cost the Government $366, or a little over two-fifths of a cent for each piece of mail handled.

From Concord, N. H., rural free delivery had been established, with seven carriers, only twenty-one days in September of this year, when the postmaster reported 21,000 pieces of mail handled, and an estimate was made that over 12,000 persons were served by the delivery.

These results were obtained in spite of a duplication of service by star-route contractors over several of the routes, which the First Assistant Postmaster-General was unable to adjust for reasons elsewhere stated.

The changes recommended in the service from Concord, and not as yet carried into effect, are set forth in a letter addressed by the postmaster of that city to Senator Chandler, a copy of which has been transmitted to this office as follows:

UNITED STATES POST-OFFICE,
Concord, N. H., October 26, 1899.

In answer to your oral question of yesterday in reference to the needs of our local rural free-delivery system, I have to say that it is generally very prosperous indeed, but I would respectfully recommend the following changes:

Route No. 1, Hopkinton.—The star-route service between this office and the Hopkinton post-office should be discontinued, and messenger service between the Contoocook railway station and the Hopkinton post-office should be substituted in its stead. Contoocook is only about 3 miles from Hopkinton, while we are 6 or 7 miles from the post-office there. The rural mail carrier on the route should carry the mail that comes here for that office. Two men over the road between here and there are unnecessary. The Diamond Hill post-office should be abolished.

Route No. 2, Dunbarton.—The North Bow post-office has been abolished, but the mail heretofore sent there should go to Concord, instead of North Dunbarton, as recently ordered. The North Dunbarton post-office should be abolished, and the star route between Concord and Dunbarton Center should be discontinued. Mail for the Dunbarton office should be taken by the rural carrier from here.

Route No. 3, Bow Center.—The Bow Center post-office and the Bow Mills post-office should be abolished. The East Dunbarton post-office was abolished, but Wesley P. Stone was subsequently appointed postmaster there, but upon the extension of our rural service he declined to accept the trust as unnecessary. The star route between Concord and East Dunbarton is also unnecessary, as the rural carrier should take the mail to those post-offices.

Route No. 6, Loudon.—The star service between Concord and Loudon Ridge post-office should be abolished. The postmaster at Loudon Ridge has just resigned, recommending the discontinuance of her office upon the ground that the rural delivery supplies sufficient accommodation for that community, and the mail should be carried by the rural carrier from Loudon.

As long as these fourth-class postmasters and the messenger service are kept on duty we are likely to have more or less friction. Farmers and others along the several routes are very appreciative indeed of the new service, but they are thrifty themselves, and hardly understand why it is necessary for the Government to be at the expense of maintaining two men where one (the rural carrier) could not only carry the mail for the post-offices, as long as they are continued, but distribute it from house to house as well.

HENRY ROBINSON, *Postmaster.*

Hon. W. E. CHANDLER,
United States Senator, Waterloo, N. H.

HOSTILITY OF POSTMASTERS.

Reference has been made in previous reports to the misconception of facts prevailing among some postmasters who oppose the extension of postal facilities to rural communities.

In the objections they urge the argument is seldom advanced, or if advanced is never sustained, that the new service is inferior to the old, or that it is not desired by the people who have petitioned for it. The complaints almost invariably run in one groove, asserting that rural free delivery takes away patronage from the postmaster-merchant, and that it deprives the postmaster of postal receipts which he would be entitled under the law to retain as his personal compensation, those receipts, under the rural free delivery system, now going into the Treasury of the United States to the credit of the general postal revenues.

Occasionally petitions are presented of persons alleged to be aggrieved, asking the reestablishment of post-offices discontinued

because of rural service, but when these petitions have been investigated it has almost invariably been found that the signatures were either obtained under a misapprehension, or they were appended as an act of neighborly courtesy, without any idea that they would be effective. One petition was carefully scrutinized, name by name, and it was found that all the signatures except three were those of persons living outside the delivery, and that the three that remained were those of lads belonging to a village band of which the village postmaster was the leader.

In another case, where a most formidable-looking petition was presented from an Indiana town, categorical inquiries were addressed to all the petitioners, asking "Do you want the post-office reestablished, or do you want rural free delivery yourselves?" The replies were almost unanimous that they wanted rural delivery themselves. Thus, in reality the alleged protest was not a protest, but a petition for an extension of rural delivery so as to take in the residences of the remonstrants.

The letters subjoined are fair samples of many that have been received by me. Names of places and persons are omitted, but otherwise the letters are unchanged:

———, OHIO, *August 4, 1899.*

I am postmaster at this place, and they are going to have rural free delivery come within one-eighth of a mile of this office and take away all its business. To take the office away takes part of my living away from me. I have a wife and two children. I have only been in the employment of the Government a little over a year. I beg you for some kind of an appointment. I am not "choicy"—any place in the mail service of the United States.

Respectfully,

——— ———,
Postmaster.

———, IOWA, *September 9, 1899.*

I write to state my grievance. I presume that you are aware that the next office west of here has established a rural mail delivery, and the carriers come within 2¼ miles of this office on one side and within 5¼ miles east of it, taking in some thirteen or fourteen families that used to get their mail here; and if they continue to do this others will ask for rural boxes that will take seven or eight more families away from this office. What can be done to give this office justice?

Very truly,

——— ———, *Postmaster.*

———, UTAH, *September 11, 1899.*

The free-delivery route recently established seriously interferes with the patronage of this office, and it does not seem fair or just to me, as it passes my office, collecting over an extent of about 4 square miles of my patronage. Can not this matter be remedied, in justice to this office?

Respectfully,

——— ———, *Postmaster.*

———, ILL., *September 13, 1899.*

There has been established a rural free-delivery service at ———, a small town 3 miles distant, and they have extended the route within 1 mile of my office on the south and west. By doing this they take from me over 50 persons who formerly rented boxes at my office. Therefore it is a discrimination against this office. Is there any remedy for the above-mentioned encroachment?

Respectfully,

——— ———, *Postmaster.*

———, IND., *October 18, 1899.*

I presume you know that a fourth-class postmaster's compensation consists wholly of what stamps he can get to cancel. I have noticed for some time that our cancellations have been gradually falling off, but till quite recently did not learn the cause. A rural free-delivery man tells me of his orders to carry all the letters he

collects along his route to the office from which he starts. If we could get the cancellations that justly belong to us it would amount to $40 or $50 a year. Let us hear from you on this subject.

Very truly,

——— ———, *Postmaster*

THE QUESTION BROUGHT TO AN ISSUE.

The dissatisfied postmasters found a champion in Delaware County, Pa. Through one or more newspapers a concerted attack was made upon the rural free-delivery service, and considerable local feeling was evoked.

These complaints were transmitted to the Postmaster-General and were by him referred to me for reply. The chief objections to the service were embodied in a series of questions ostensibly addressed to the people on the line of the proposed rural route, as follows:

Do you favor rural mail delivery involving the abolition of all your neighboring country post-offices?

Do you favor rural mail delivery so illy paid that it must involve the delivery of mercantile and express packages, and the carrying of passengers?

Do you favor Government control of the carrying of all packages needed in the country districts?

Do you favor the idea that the Government should promote the business of morning newspapers as against that of afternoon dailies and home weeklies?

Accusations more baseless than those herein set forth could hardly be devised. The chief point raised appears to be founded upon ignorance of the fact that in the United States there prevails no system of parcels post such as has been established in Great Britain and other European countries, and consequently that it is impracticable for the rural carrier to "discriminate against the country store and in favor of the distant and larger store by the delivery of mercantile and express packages." As a matter of fact, the permission given rural carriers to carry packages for the accommodation of their patrons was devised in the interest of the country store.

It was intended solely to enable the farmers' wives to purchase small necessary articles at the village shop through the rural carriers, when it was inconvenient for them to go to town themselves, and this is the only way in which the privilege thus given is availed of. The testimony of storekeepers in towns from which rural free delivery has been started, is universal that the service has been an advantage to them instead of a detriment.

It seemed to me that the best answer to this attack would be to put the service into immediate operation in the vicinity where the antagonism had been fomented, and to await results. This was done.

The Public Ledger, of Philadelphia, sent out hundreds of inquiries to correspondents, not only in Delaware County, but in the adjoining county of Chester, where a number of rural free delivery routes had been established, asking their views on rural free delivery. The replies were overwhelmingly in favor of the maintenance and extension of the rural free-delivery service. Finally, from Media, Delaware County, the center of disturbance, came this dispatch to the Ledger, which ended the controversy:

[Special.]

MEDIA, *August 6.*

Rural free delivery of mail in Delaware County is evidently here to stay in spite of ex-Senator Cooper's opposition. William G. Taylor, carrier on the Boothyn and Bethel route, says that in his district the people have changed their minds about rural delivery since he started on the route four weeks ago. "Then," he said,

"nearly every one was against it. I was afraid for a while the system would have to be abandoned, but I soon changed my mind. I find nothing now but encouragement from the people, and they are wondering why someone did not think of it before. The country people do not have to go a mile or two every morning to get the news, for a paper is left at their doors." Mr. Taylor says he carries eight times as many letters and papers now as when he started.

ALLEGED ATTEMPT TO INFLUENCE CONGRESS.

Reports found wide circulation through the public press that the fourth-class postmasters were preparing to make an organized campaign with the next Congress against the rural free-delivery system. I do not think these rumors ever had any substantial foundation, but their publication elicited editorial comment from newspapers in all sections of the country, commending with remarkable unanimity the rural free-delivery service, and discountenancing any efforts to impede its progress. The annexed article, from the New York Tribune of August 28, 1899, is cited as one of many which might be quoted to the same purport:

The fourth-class postmasters are in the main a worthy and useful set of men. But they ought to realize that as officeholders their standing depends on the service they render. The fourth-class post-offices are maintained not because the postmasters or any of them have claims to the profits of office holding, but because those offices have served a useful purpose. If in the process of the development of the country and the progress of invention some other instrument is found better adapted to the work of collecting and distributing mail matter, then the fourth-class post-office will and should be closed without the slightest regard for the fourth-class postmaster. He is not an end, only a means, and if he does not already know it he should receive some primary instruction.

The idea that an antiquated system of handling mail matter is to be perpetuated to give some country postmasters an easy existence, untroubled by the march of improvement, is too preposterous to be entertained. If the postmasters want any consideration at all they will be wise not to provoke the resentment of the people by attempting to use their places as public servants to deprive the public of possible benefits.

If the fourth-class postmaster can not give as good service as the rural delivery system, then so much the worse for the postmaster. Let his office be abolished, and let him go back to making a living as he did before his appointment, as he would have had to do under the old spoils régime when his successor appeared. Rural free delivery is one of the improvements that are bound to come, and fourth-class postmasters had better not get in its way.

OPPOSITION FROM STAR-ROUTE CONTRACTORS.

Efforts which have been made in some States, in the interest of star-route contractors, to impede the progress of rural free delivery, seem to be even less animated by a desire for the good of the postal service than is the opposition interposed by some of the postmasters interfered with. Those who have petitioned and agitated for the continuance of star routes in territory served by rural delivery are usually subcontractors to whom the work has been sublet at prices below the rates awarded by the Post-Office Department in the original contracts, but who still find sufficient profit in their subcontracts to cause them to labor successfully for a continuance of their employment. This has resulted in some instances in a duplication of service.

The First Assistant Postmaster-General has no jurisdiction over the discontinuance of post-offices or the abrogation of star-route contracts. He can establish rural free delivery in a neighborhood, and make unnecessary the continuance of a post-office or the renewal of a star-route contract under certain conditions. The question of actual discontinuance, however, is a subject under the jurisdiction of the Fourth or Second Assistant Postmaster-General, respectively.

MODIFICATION RECOMMENDED OF EXISTING LAW.

Other considerations being about equal, I believe preference should be given a postmaster whose office is abolished or a star-route messenger who is displaced by the establishment of rural delivery in the selection of a rural carrier. These men are familiar with the patrons, the country, and the service, and generally have the confidence of the community. I find that, in many instances, the service of a star-route messenger may be well utilized in rural delivery; that it is possible to so arrange his schedule as to give him opportunity and time to perform a limited rural-delivery service.

I recommend, therefore, that section 466 of Postal Laws and Regulations (edition of 1893), which forbids mail contractors and their drivers access to any mail matter in post-offices or to any mail locks or keys, be modified so as to permit star-route messengers, under special appointment and oath, to perform rural free-delivery service. Then it will be possible for a provision to be inserted in star mail transportation contracts whereby the Department may require rural free-delivery service to be rendered when it does not conflict with the regular transportation, the service to be performed with or without extra compensation.

I would not, however, recommend that the regular and necessary work of star-route messengers, namely, that of dispatching through mails, should be subordinated to any other interest or interfered with in any material particular. A limited mail service performed by a star-route carrier under such circumstances and as a part of his primary duty would keep the messenger under the jurisdiction of the Second Assistant Postmaster-General. I believe it possible to thus extend rural delivery to millions of persons without additional expense.

TRAVELING RURAL POST-OFFICE.

On Easter Monday, April 3, 1899, a rural free-delivery experiment was inaugurated upon an entirely new basis. The county of Carroll, Md., within a convenient distance of Washington City, was selected as the field of the experiment, the chief purpose of which was to test the possibility of putting a post-office on wheels and carrying it to the doors of the people in a well-settled agricultural country, instead of requiring the people to drop their avocations and to travel to the post-office. For this purpose a postal wagon was specially built, after the designs of Mr. Edwin W. Shriver, postal clerk of the Westminster, Md., post-office, who originated the idea.

This vehicle is 8 feet long, with sliding door in the center, handsomely painted in blue and gold and lettered "U. S. Postal Wagon." Its interior is fitted up with counter, drawers, and letter boxes—16 large letter boxes in front, 42 behind, all zinc lined. It carries a driver and a postal clerk, the latter of whom is authorized to receive, cancel, collect, and deliver all mails; to receipt for applications for money orders and registered letters, and, in short, to perform all the functions of a stationary postmaster. This traveling post-office, drawn by a pair of strong horses, started over a carefully laid out route of 30 miles, and has since performed this service daily in all weather, collecting mail from sixty United States letter boxes placed at intervals of every half mile, and delivering to all the houses on the route, as shown in the accompanying illustrations.

From the first the service proved remarkably successful. Its cost to



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CALIFORNIA

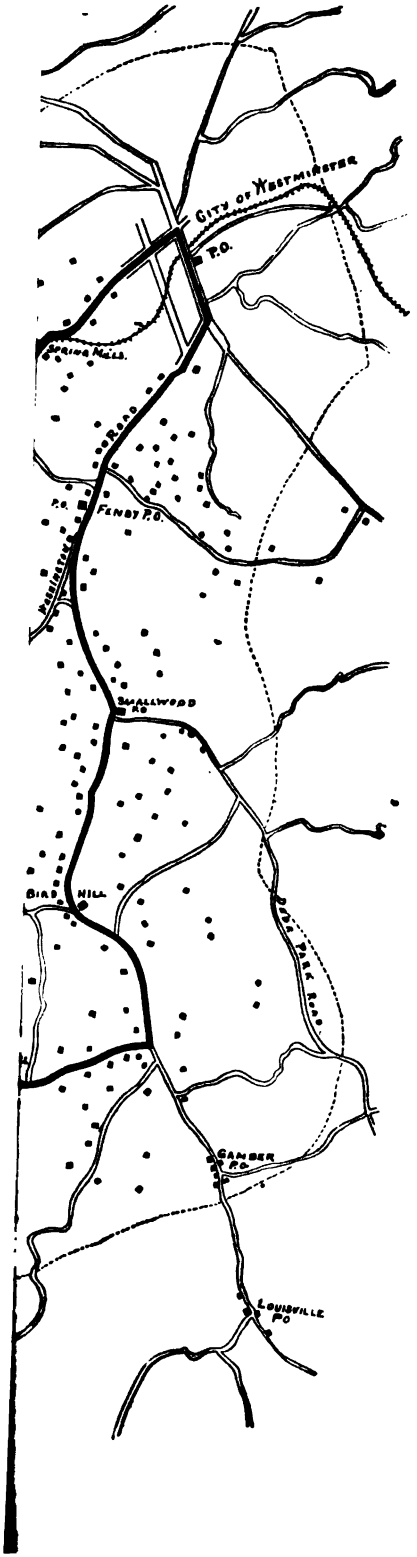
WESTMINSTER RURAL POSTAL WAGON ROUTE—COLLECTING MAIL

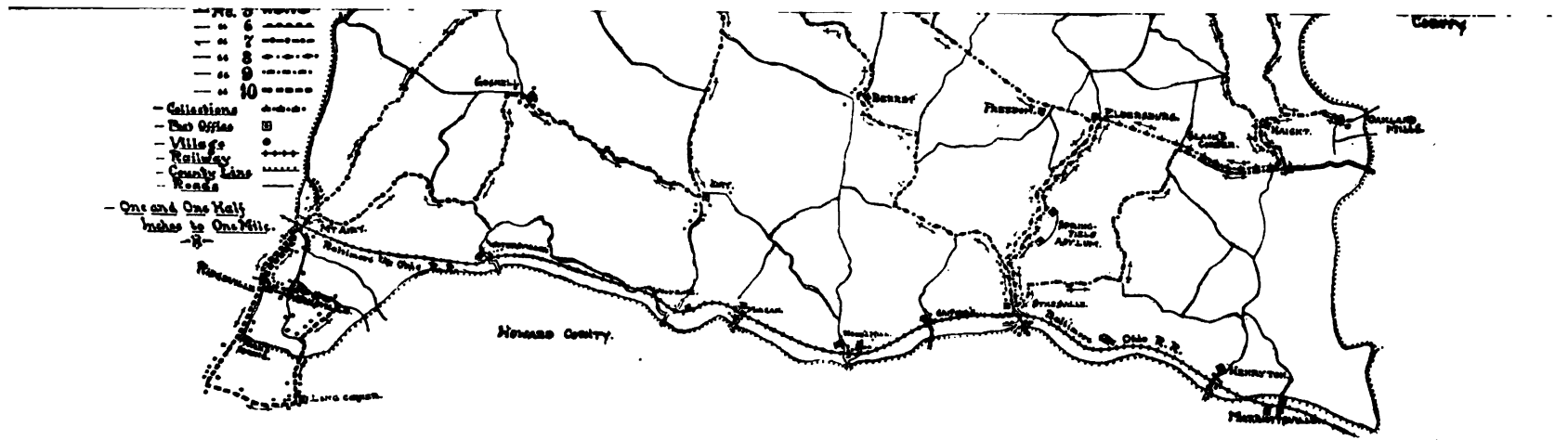
DISCARD



WESTMINSTER RURAL POSTAL WAGON ROUTE—DELIVERING MAIL.

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CITY OF WESTMINSTER
P.O.
SPRING MILLS
FENDLY P.O.
WESTMINSTER
BALLWOOD RD
BIRD HILL
GAMBER P.O.
LOUISVILLE P.O.


Nos. 5
" 6
" 7
" 8
" 9
" 10
Collections
Post Offices
Villages
Railways
County Lines
Roads
One and One Half Inches to One Mile.
Hocking County.
Perry County.
Fairfield County.
Licking County.
Fort Ashby.
Baltimore & Ohio R.R.
Logan
Lancaster
Pickerington
Reynoldsburg
Groveport
Canal Winchester
Bloom Township
Franklin County.

the Government to operate is $1,375 per annum, including pay of postal clerk and driver, and care of horses and wagon. It performs the service heretofore rendered by eight fourth-class post-offices and four star-route carriers, the cost of which to the United States was about $1,600 per annum.

The progress of this experiment has been watched with great eagerness by agricultural communities all over the United States, and within a few months of its initiation 133 applications for the establishment of similar postal wagon service were received from 21 different States. To each of these inquiries reply was made that the Department desired thoroughly to test the economy and efficiency of the service in the county where it originated before venturing upon further experiments.

It is believed that with four additional postal-wagon routes and auxiliary carriers circulating from the wagons at different points, after the manner shown in the appended map, the entire county of Carroll can be covered by the traveling post-offices as the southern half of Carroll County is now partially covered, and at a less aggregate cost than the present service by fourth-class post-offices and star-route carriers. Whether similar service can be successfully maintained elsewhere must necessarily depend upon various considerations, chief among which will be the character of the country and the roads, the density of the population, the avocations of the people, and the number of existing post-offices.

COOPERATION OF STATE GRANGES OF PATRONS OF HUSBANDRY.

I take pleasure in acknowledging the very valuable aid which has been given the development of the rural free-delivery service by the cooperation of the several State granges of Patrons of Husbandry and similar bodies. From all parts of the country I have received from the masters of these lodges applications for information as to this service, and in return for the information thus supplied I have never failed to receive from them resolutions commending the system of rural free delivery and urging its continuous development.

GOOD ROADS AND RURAL FREE DELIVERY.

Those interested in the development of good roads throughout the country have also shown as strong a disposition to lend a helping hand to the rural free-delivery service, recognizing the fact that good roads and rural delivery are necessarily closely connected.

On the 6th of October, 1899, a "Good Roads Convention" was held at Des Moines, Iowa. Among the resolutions adopted by this representative gathering was the following:

> Believing that the postal system of the General Government was instituted upon the theory of serving without discrimination all the people in a just and liberal manner, and recognizing the many social and pecuniary advantages of rural free mail service not only to the rural population but also to all classes, and that such service is dependent on good roads: Therefore,
>
> *Resolved*, That we are in favor of such an appropriation by Congress as will insure the speedy and permanent establishment of such service throughout the country where the conditions as to good roads and population will justify, and that we hereby respectfully request our members of Congress in both the Senate and House to vote for such an appropriation.

The rural free delivery service was represented by invitation at that convention (in the absence through illness of Mr. A. W. Machen, Superintendent of Free Delivery) by Mr. Francis M. Dice, Special Agent in

charge of the Western Division of Rural Free Delivery, who made an address, from which the following is an extract:

It is comparatively easy to present a multitude of reasons in favor of the universal construction of good roads.

There is no argument against it. This is one reform at least that has this advantage over all others, the argument is all on one side. Nobody is opposed to good roads. It is not a controversial question. The only practical inquiry is, "How to get good roads?"

There is but one answer to that question, and that is to build them. But like every other improvement it costs labor and money to do it. So, the only real question after all is, How can the sum necessary to do this be obtained? As a very distinguished candidate for the Presidency once said about a very important national measure, this is largely a "local" question and about which there may be and there are wide differences of opinion. Into such discussion I will not enter, for no universal method could be adopted. The conditions being so very different in different sections and localities, whether the construction of good roads shall be by General Government or by State and local authority or by all three combined or in conjunction is perhaps the only question which admits of discussion. From such meetings as these the proper ways and means will yet be evolved to provide for the expense necessary for their construction, and by the proper authority and under the proper supervision.

Every farmer knows that bad roads often keep him from the markets when prices of grain are high, and thereby cost him a good profit. Every farmer knows how much time he has lost by traveling over bad roads. Every farmer knows how much larger a load his team would haul if the roads were hard and smooth. Every farmer knows what a considerable item in his annual expenses is the repair of wagons and harness whose strength and safety have been crippled by bad roads. Every farmer knows how much more it costs to keep four or five horses instead of two or three, as he might with equal service with good roads over which to haul his products. Every farmer knows that his farm would increase in value if by good highways it could be brought into ready communication with village or city. All these things farmers know, when they think about it, and they know that the sum of these pecuniary advantages in favor of good roads would vastly outweigh the cost of procuring them.

My birthplace and my home are in Indiana, and in this presence I am reminded that a great many Indianians, at an early day in the beginning of the settlement of this great State, came here as emigrants as to a new El Dorado, and by their thrift and intelligence have contributed very largely to the development of the natural resources of the State and the building up of its institutions.

We who still live there greatly rejoice to know how well Indiana sons have honored the mother State, wherever else they have gone, as well as in your State, for which they have furnished three United States Senators and many other worthy and honorable citizens.

When I spoke of being from Indiana, however, I had intended to do so only as preliminary to saying that our present governor, who has been all his mature life a practical farmer of the county in which I live, in an address delivered before the Indiana State Board of Agriculture, at Indianapolis, last winter, spoke, among other things, on the subject of "good roads and rural free delivery," and his remarks were so pertinent to the object of this convention, as I understand it, that I desire you to know his views upon the subject. He said:

"I desire to call your attention for a brief while to another subject of vital moment not only to the farmers but to all the people of our commonwealth. Good roads are inseparably connected with progress. Like abundant harvests, they contribute to the good of all. The isolation of the country home is the farmer's greatest barrier. Bad roads enlarge this barrier. 'Iron sharpeneth iron, so a man sharpeneth the countenance of his friend.' This proverb reveals a truth found in everyday experience, that by friction of mind through frequent contact the intellect is quickened and the mind expanded. Conditions that tend to isolate should be removed as speedily as possible.

"Facilities for daily contact with the world's best thought and progress should be accelerated. The highest success socially, financially, and intellectually can not be attained until we have good thoroughfares. The restriction of marketing farm products to periods when the roads are passable prevents marketing to the best advantage, both as to time, cost, and price.

"I heard a farmer in southern Indiana say that $2,000 was lost to the farmers on hay alone on one road extending 8 miles from the market into the country. This loss, which was sustained in one year, was caused by impassable roads when prices were best. One year's loss on one crop would have paid for improving one-eighth of the distance. This illustrates the financial loss caused by bad roads.

"The farmer whose family is held in the thraldom of bad roads for a large part of the year is subjected to an ordeal that trammels progress, fetters social growth, and retards intellectual development. The farmer who lives on a mud road will be likely to have all his environments in harmony therewith. He sees the passerby plodding his weary way through the heavy roads, and likewise moves in a sluggish manner; goes with muddy boots into his home; sits down with hat on; chews his tobacco, and spits in the fire. Such a farmer is apt to lose much of his pride and self-respect. His home has but little of brightness and good cheer, and his family are subjected to the necessity of staying at home or going out in a manner that humbles their pride, and, as a result, their dislike for the country is intensified.

"The farmer located on a good thoroughfare, who sees the fine turn-outs rapidly hurrying by, the occupants handsomely dressed people, is inspired by the scene, steps quicker, thinks faster, and keeps his home surroundings in harmony with what he sees. A sense of pride prompts him to greater efforts to have for his family a good conveyance, to provide about his barn good drives, free from mud, and to have about his home good brick or cement walks. His children go to school over good roads; his family goes to church, to lectures, to town; they are in touch with the world's progress. The need of combining small country schools, the demand for township high schools, will heighten the need of road improvements.

"Rural free delivery of mail, so much needed among our farmers, can never obtain except in localities possessing good thoroughfares, insuring rapid transit at all seasons of the year.

"The United States is the only country, among all the countries that comprise the International Postal Union, that fails to deliver the mail to the addressees. In thickly settled districts, where there are good roads, the conditions are ripe for the farmers to demand some consideration of fairness from the Post-Office Department. Hon. Perry S. Heath, First Assistant Postmaster-General, recommended and secured an appropriation of $150,000 for experimentation in rural free delivery of mail. I am amazed that objection should be made to the appropriation of this paltry sum for so wise and just a purpose. Mr. Heath informs me that a Senator from one of the Eastern States said to him, "You have acted unwisely in this recommendation. You will have these farmers demanding a rural delivery of mail and causing a great deal of trouble." I am astonished that an Eastern man should have the effrontery to speak slightingly of the rights of the men who are contributing so much to the nation's wealth and power.

"The people who produce the food and fiber that feed and clothe the world must not be overlooked in their just demands. The past year the farmers of the United States, after supplying home demands, sent abroad $856,000,000 worth of farm products. They bear a large part of the burden of taxation, and are justly entitled to some of the privileges accorded to others. Recently I was invited to go through the southwestern limited through mail train on the Pennsylvania Railroad. I found the clerks engaged for hours distributing two publications from Augusta, Me. I was informed by those mail clerks that in one day on one through train there were 115 sacks of this mail for the State of Texas alone. I was informed that this trashy stuff was handled by the Government at a loss of 7 cents a pound. These large sacks, filled with papers wrapped and packed by machinery, probably contained 100 pounds to the sack. The expense to the Government in one day, carrying mail to one State, would pay the expense of two rural routes for one year. Before this Eastern Senator again criticises the wise action of Mr. Heath, he should remember the farmers have some rights that even an Eastern Senator should respect.

"These Eastern cities should no longer be allowed to deluge our mails with thousands of tons of trashy stuff, destructive rather than constructive in its influence, thus costing the Government millions of dollars. These publications are not sent in good faith to bona fide subscribers, but to many unwilling subscribers, whose names are surreptitiously obtained. It would be far better if the amount thus unwisely expended were devoted to free rural routes. The result would be the farmers would take daily papers, and tens of thousands of our home daily newspapers, with all their elevating, refining, and educating influence, would find their way into rural homes. Of all men the farmer needs the daily paper. He is enabled thereby to keep in touch with the world's advance, to be posted on current events, and to understand daily markets. Nothing, in my judgment, gentlemen, will do more to hasten this desired end than good roads. The farmer's family must be kept in close touch and intercommunication with the world's thought and action, or they will migrate from the country to the already overcrowded cities."

I can not add to this comprehensive epitome of the advantages of good roads by one who speaks from years of experience and whose opinions are worthy of the highest consideration.

VIEWS OF REPRESENTATIVES IN CONGRESS.

The sentiment in regard to the service as reflected by the action of Representatives in Congress, closely in touch with their constituents, may be inferred from the fact that rural free delivery already established, or that in course of investigation, bears the earnest indorsement of thirty-three Senators of the United States, and one hundred and forty-four Members of the House of Representatives.

I venture to quote one or two sentences from letters received from Representatives in Congress in regard to this matter.

OSHKOSH, WIS., *October 30, 1899.*

I believe most thoroughly in the merits of rural mail delivery, and I hope Congress will take a liberal view of this case during the coming session. I find that without exception the people of my district, wherever I have asked them concerning this matter, are decidedly in favor of it, and I think it ought to receive every encouragement.

J. H. DAVIDSON,
Member of Congress, Sixth District, Wisconsin.

ST. JOSEPH, MO., *September 14, 1899.*

Free rural delivery is no longer an experiment at Maryville. The people are enthusiastic in praise of its merits, and I am commissioned by prominent citizens who have taken an interest in the matter to express to you their gratitude for the courtesy and promptness with which their requests have been considered.

C. F. COCHRAN,
Member of Congress, Fourth District, Missouri.

MORRISVILLE, VT., *October 24, 1899.*

Don't ask for less than $1,000,000 in the new bill.

H. H. POWERS,
Member of Congress, First District, Vermont.

LA CROSSE, WIS., *August 23, 1899.*

Two routes are now in operation in this district and are giving highest possible satisfaction. I believe it would create a revolt among the farming class if these routes were to be abolished.

JOHN J. ESCH,
Member of Congress, Seventh District, Wisconsin.

Many more extracts from letters received to the same effect might be added.

RURAL FREE-DELIVERY EXTENSION IN GREAT BRITAIN.

In my last report some interesting information was embodied in relation to the extension of the rural free-delivery service in Great Britain. The report of the British postmaster-general for the present year, which has just been issued, states that considerable progress has been made toward fulfilling the promise made by the Government in 1897 to give a regular delivery of letters to every house in the United Kingdom, and that now few houses in England and Wales remain unserved; but that in Scotland and Ireland the work is still incomplete, though being actively prosecuted.

Unofficial information courteously communicated to me states that the extension of the rural free-delivery service in Great Britain, as far

as it has progressed, has resulted in an increase in the number of letters mailed, amounting to the enormous total of 50,000,000 letters a year.

According to the figures prepared in regard to the service last year, this increase should more than repay the cost of the additional service rendered.

STATISTICS OF RURAL FREE DELIVERY.

For facility of reference the operations of rural free delivery for the fiscal year ended June 30, 1899, have been put into tabular form. The appended statement shows, in regard to each service established, the post office, county, and State from which it starts, the date of its establishment, the area in square miles covered by the delivery, the number of carriers, and the length of routes.

These figures indicate—

Increase in population served up to the end of the fiscal year	213,105
Increase in area covered (square miles)	5,656
Increase in the number of carriers	243
Increase in the number of pieces handled over the corresponding period covered by my last report	6,459,346

Post-office.	County.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Pieces of mail delivered and collected during fiscal year 1898–99.
Abbeville[1]	Abbeville	S. C.	May 1, 1899	2,000	57	1	46	4,089
Ada	Hardin	Ohio	May 1, 1899	1,000	42	2	42	19,423
Aiken[1]	Aiken	S. C.	May 15, 1899	1,300	55	1	48	1,357
Albany	Delaware	Ind.	Nov. 8, 1897	500	10	1	20	28,217
Allensville[2]	Todd	Ky.	Jan. 11, 1897	220	24	3	45	21,752
Anderson[1]	Anderson	S. C.	May 1, 1899	800	60	1	50	3,936
Antwerp	Jefferson	N. Y.	May 2, 1898	500	50	1	25	24,247
Archbold	Fulton	Ohio	May 1, 1899	1,500	50	2	44	7,818
Athens	Clarke	Ga.	Feb. 1, 1899	800	45	1	27	10,893
Athol	Worcester	Mass.	Aug. 1, 1898	500	12	2	18	24,955
Atoka	Tipton	Tenn.	Jan. 11, 1897	300	10	1	20	17,866
Auburn	Sangamon	Ill.	Nov. 23, 1896	1,000	47	3	39	76,995
Baldwinsville	Onondaga	N. Y.	July 5, 1898	2,500	45	4	80	153,024
Baltimore	Baltimore	Md.						
Powhatan station	do	do	Feb. 20, 1899	600	5	1	20	13,170
St. Denis station	do	do	May 15, 1899	1,600	23	1	20	3,381
Bamberg[1]	Bamberg	S. C.	Apr. 3, 1899	3,000	82	1	51	5,674
Barker	Niagara	N. Y.	Oct. 3, 1898	1,000	30	1	20	29,568
Belton	Anderson	S. C.	May 1, 1899	1,000	21	1	23	2,842
Benson	Douglas	Nebr.	June 1, 1899	800	8½	1	20½	2,571
Benton Harbor	Berrien	Mich.	Oct. 15, 1898	2,100	55	2	44	106,545
Bernardston	Franklin	Mass.	Nov. 2, 1896	450	17	1	17	38,344
Berryessa	Santa Clara	Cal.	Sept. 20, 1898	600	9	1	24	28,539
Bonner Springs	Wyandotte	Kans.	Oct. 26, 1896	700	36	3	64	81,569
Bowling Green	Wood	Ohio	Oct. 3, 1898	2,000	56	2	44	66,458
Bradfordsville	Marion	Ky.	Jan. 1, 1898	1,200	20	2	48	26,273
Branford	New Haven	Conn.	June 1, 1898	1,200	3	1	10	52,576
Brattleboro	Windham	Vt.	Mar. 2, 1898	400	20	1	16	23,405
Brooklyn	Powesheik	Iowa	Dec. 16, 1897	700	60	2	39	145,792
Extension	do	do	Aug. 15, 1898	325	22	1	22	
Brunswick	Cumberland	Me.	Dec. 7, 1896	250	16	1	13	42,133
Extension	do	do	May 1, 1899	1,700	45	3	85	
Burlington	Des Moines	Iowa	Aug. 1, 1898	500	18	1	24	254,197
Extension	do	do	Sept. 1, 1898	1,500	80	5	130	
Burlington	Chittenden	Vt.	July 20, 1898	1,300	20	2	42	93,484
Cairo	Randolph	Mo.	Oct. 15, 1896	1,000	36	3	54	50,923
Campbell	Santa Clara	Cal.	Feb. 1, 1897	1,600	22	3	75	205,080
Canton	Stark	Ohio	Jan. 3, 1899	3,900	93	4	80	65,278
Chardon	Geauga	do	Apr. 3, 1899	2,500	46	2	44	32,053
Charlestown	Jefferson	W. Va.	Oct. 1, 1896	600	36	3	54	54,589
Chatham	Morris	N. J.	Nov. 1, 1898	1,375	21	1	21	13,709
Chillicothe	Livingston	Mo.	May 15, 1899	715	18	1	24½	3,640
China Grove	Rowan	N. C.	Oct. 23, 1896	500	40	1	25	19,653
Circleville	Pickaway	Ohio	Oct. 24, 1898	700	15	1	26	29,825

[1] Triweekly service on two routes.

[2] Discontinued June 30, 1899.

Post-office.	County.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Pieces of mail delivered and collected during fiscal year 1898-99.
Clarksville	Johnson	Ark	Oct. 19, 1896	400	44	3	66	27,327
Climax	Kalamazoo	Mich	Dec. 3, 1896	750	24	2	56	59,485
Collinsville	Butler	Ohio	Oct. 15, 1896	200	10	1	23	29,522
Cope[1]	Orangeburg	S. C	Mar. 1, 1899	2,500	80	1	49	7,800
Covington	Fountain	Ind	June 1, 1899	500	17	1	25	5,366
Crawfordsville	Montgomery	do	Aug. 1, 1898	1,650	25	2	44	77,276
Extension	do	do	June 1, 1899	1,500	40	3	50½	
Daleville	Delaware	Ind	Nov. 8, 1897	275	10	1	16	31,241
Darlington	Montgomery	do	Apr. 3, 1899	750	20	1	23½	12,062
Darrtown	Butler	Ohio	Oct. 15, 1896	200	12	1	18	23,452
Dayton	Rockingham	Va	June 1, 1899	1,500	22	1	22	1,414
Deerfield	Franklin	Mass	Sept. 1, 1898	125	3	1	5	12,525
Delaware	Delaware	Ohio	May 1, 1899	800	25	1	23	7,746
Delphi	Carroll	Ind	Aug. 15, 1898	650	18	1	20	21,604
Detroit[2]	Wayne	Mich	Apr. 17, 1899	7,000		2	200	78,464
Dixon	Lee	Ill	June 1, 1899	950	11	1	20	5,175
Dunlap	Peoria	do	Oct. 3, 1898	275	15	1	23	32,336
Easley[1]	Pickens	S. C	May 1, 1899	3,000	60	1	49	4,606
Easton	Talbot	Md	Feb. 15, 1899	1,100	65	2	45	17,835
Eaton	Delaware	Ind	Nov. 8, 1897	250	18	1	18½	21,701
Elba	Genesee	N. Y	Oct. 15, 1896	1,200	30	3	54	101,150
Eldora	Hardin	Iowa	Aug. 15, 1898	1,100	36	2	20	63,065
Elk City	Douglas	Nebr	June 1, 1899	550	8	1	19	3,540
Ellicott City	Howard	Md	Jan. 1, 1898	2,400	64	4	76	247,434
Ellis	Minnehaha	S. Dak	May 1, 1899	500	44	1	24	1,410
Elloree[1]	Orangeburg	S. C	Apr. 3, 1899	2,500	55	1	50½	8,488
Farmington	Dakota	Minn	Jan. 1, 1897	396	96	4	100	98,988
Frankfort	Clinton	Ind	Oct. 3, 1898	700	18	1	21	22,399
Fruitland	Muscatine	Iowa	Aug. 8, 1898	600	60	2	40	38,489
Golden	Jefferson	Colo	Aug. 1, 1898	450	20	1	22	38,375
Gorham	Cumberland	Me	Nov. 23, 1896	152	4	1	17	31,193
Grand Isle	Grand Isle	Vt	Dec. 21, 1896	500	18	2	48	57,781
Grange	Baltimore	Md	May 1, 1899	2,500	45	2	38	9,886
Greeneville	Greene	Tenn	Nov. 22, 1897	1,500	50	4	100	58,801
Greenfield	Franklin	Mass	Nov. 2, 1896	500	16	1	20	47,513
Greenwood[1]	Greenwood	S. C	May 1, 1899	2,000	69	1	50	4,627
Guilford	New Haven	Conn	June 1, 1898	600	5	1	18	36,463
Gypsum	Ottawa	Ohio	May 1, 1899	800	17	1	22	6,328
Halltown	Jefferson	W.Va	Oct. 1, 1896	200	11	1	12	14,015
Hamlet	Chautauqua	N. Y	Oct. 10, 1898	300	20	1	20	14,783
Harrington	Kent	Del	Oct. 3, 1898	600	12½	1	17½	13,179
Extension	do	do	Apr. 3, 1899	350	18	1	20	
Harrison	Cumberland	Me	Mar. 1, 1899	500	16	1	20	8,835
Harrisonburg	Rockingham	Va	June 1, 1899	3,000	58	2	44	3,993
Havre de Grace	Harford	Md	Feb. 1, 1899	1,500	25	1	20	6,831
Higginsville	Lafayette	Mo	June 1, 1899	585	20	1	25	4,416
Highland	Jefferson	N. Y	May 2, 1898	3,550	25	3	34	127,313
Hope	Bartholomew	Ind	Oct. 15, 1896	800	36	2	52	147,575
Johnson City	Washington	Tenn	Feb. 1, 1899	2,250	37	2	44	16,856
Johnston[1]	Edgefield	S. C	June 1, 1899	2,000	45	1	49	1,908
Jonesboro	Washington	Tenn	Feb. 15, 1899	2,500	50½	2	35	20,901
Kenmore	Erie	N. Y	Oct. 17, 1898	500	5	1	9	4,720
Lafayette	Tippecanoe	Ind	Apr. 3, 1899	1,500	34	2	46½	29,944
Lakeview	Erie	N. Y	June 1, 1899	1,000	18	1	20	3,962
Lakeville	Plymouth	Mass	Oct. 3, 1898	625	16	1	18½	28,944
Lancaster	Lancaster	Pa	Dec. 21, 1896	1,500	35	2	50	139,689
Laurel	Sussex	Del	Nov. 1, 1898	1,500	15½	2	38	19,850
Laurel	Prince George	Md	May 1, 1899	800	46	2	38	4,392
Lebanon	Boone	Ind	Oct. 3, 1898	800	19	1	22	34,986
Lees Summit	Jackson	Mo	May 1, 1899	580	20	1	20	5,726
Leesville[1]	Lexington	S. C	Apr. 3, 1899	2,100	60	1	46	5,501
Lexington	Lafayette	Mo	Mar. 1, 1899	364	21	1	17	15,306
Los Gatos	Santa Clara	Cal	Sept. 20, 1898	850	10	1	23	47,481
Loveland	Larimer	Colo	Nov. 10, 1896	339	36	2	58	85,024
Lowndesville[1]	Abbeville	S. C	May 1, 1899	1,700	42	1	42	2,310
Magnolia	Putnam	Ill	Dec. 1, 1898	3,590	42	2	39	28,353
Marietta	Washington	Ohio	Jan. 1, 1898	530	28	2	44	131,954
Extension	do	do	Sept. 1, 1898	450	22	1	19	
Marlton	Burlington	N. J	Dec. 1, 1898	600	10	1	20	24,105
Marshallton	Newcastle	Del	Nov. 1, 1898	600	20	1	18½	21,777
Martinsburg	Berkeley	W.Va	May 2, 1898	750	30	1	24	68,949
Extension	do	do	Oct. 10, 1898	600	28	1	23	
Do	do	do	Oct. 20, 1898	550	32	1	25	
Maryville	Nodaway	Mo	Mar. 1, 1899	500	20	1	22	12,612
Mayville	Traill	N. Dak	Oct. 10, 1898	560	66	1	53	25,490
Mechanicsburg	Champaign	Ohio	Jan. 1, 1899	300	20	1	22½	16,943

[1] Triweekly service on two routes.

[2] Rural marine, eight months.

Post-office.	County.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of route.	Pieces of mail delivered and collected during fiscal year 1898-99.
Middleville	Barry	Mich.	May 1, 1899	750	25	1	21½	4,624
Milford	New Haven	Conn.	June 1, 1898	1,600	8	2	40	81,986
Moorestown	Burlington	N. J.	June 6, 1898	1,840	40	3	54	136,871
Extension	do	do	Apr. 3, 1899	500	10	1	22	
Morning Sun	Louisa	Iowa	Nov. 10, 1896	850	32	4	102	136,290
Morristown	St. Lawrence	N. Y.	Dec. 1, 1898	800	18	1	21	35,169
Do	Hamblin	Tenn.	Apr. 1, 1898	800	25	4	80	66,552
Mount Laurel	Burlington	N. J.	Jan. 1, 1899	500	19	1	23	12,619
Mount Pleasant	Henry	Iowa.	Dec. 16, 1897	400	30	1	22½	43,920
Muncie	Delaware	Ind.	Feb. 1, 1898	500	30	1	24	40,407
Extension	do	do	Aug. 15, 1898	350	20	1	24	
Murphysboro	Jackson	Ill.	Apr. 3, 1899	5,000	40	6	100	80,864
Napa	Napa	Cal.	do	700	8	1	20½	14,849
Naples	Cumberland	Me.	Nov. 23, 1896	250	5	1	12	18,950
Nelson	Salem	Mo.	June 1, 1899	400	16	1	21	1,447
New Carlisle	Clark	Ohio.	Oct. 1, 1898	750	18	1	23	99,671
New Castle	Henry	Ind.	Apr. 1, 1898	1,509	48	3	72	132,915
New Providence	Hardin	Iowa.	Sept. 16, 1897	442	60	3	66	144,444
New Richmond	Montgomery	Ind.	Feb. 15, 1899	650	20	1	23½	23,818
New Stanton	Westmoreland	Pa.	Nov. 24, 1896	244	12	1	16	26,347
Noblesville	Hamilton	Ind.	Nov. 1, 1898	900	22	1	19	26,303
Norfolk	Litchfield	Conn.	May 16, 1899	1,000	21	1	20	3,757
North Deering	Cumberland	Me.	Nov. 25, 1896	300	7	1	18	21,652
North Yakima	Yakima	Wash.	Apr. 1, 1897	1,600	10	2	50	116,784
Nottawa	St. Joseph	Mich.	May 1, 1899	575	25	1	22½	3,248
Opelika	Lee	Ala.	Dec. 7, 1896	750	10	1	20	39,035
Orange	Franklin	Mass.	Nov. 23, 1896	350	12	1	18	41,621
Orangeburg	Orangeburg	S. C.	Mar. 1, 1899	1,500	55	1	25	5,515
Orion	Henry	Ill.	Apr. 3, 1899	520	18	1	24½	10,492
Osawatomie	Miami	Kans.	do	550	18	1	23½	9,245
Owosso	Shiawassie	Mich.	Nov. 1, 1898	750	22	1	26½	60,727
Palmyra	Burlington	N. J.	Dec. 1, 1898	750	6	1	15	88,356
Do	Fluvanna	Va.	Oct. 22, 1896	350	25	2	30	28,009
Parker	Randolph	Ind.	Oct. 10, 1896	950	22	1	26	34,597
Parkersburg	Wood	W. Va.	Feb. 1, 1899	600	20	1	26	25,387
Extension	do	do	Apr. 17, 1899	600	20	1	24	
Perrysburg	Cattaraugus	N. Y.	Oct. 10, 1898	600	18	1	18	12,870
Petaluma	Sonoma	Cal.	Apr. 2, 1899	1,020	8	1	22½	19,058
Philadelphia	Jefferson	N. Y.	May 2, 1898	1,050	95	2	44	79,246
Philippi	Barbour	W. Va.	May 1, 1899	1,500	80	3	62½	7,958
Piqua	Miami	Ohio.	Oct. 3, 1898	600	30	1	21	45,080
Extension	do	do	Nov. 1, 1898	1,300	20	1	29	
Pittsfield	Merrimack	N. H.	Oct. 20, 1898	1,400	32	3	40	46,196
Poland	Mahoning	Ohio.	June 1, 1898	1,500	50	3	54	86,414
Pomeroy	Meigs	do	June 1, 1899	1,100	25	1	23	3,129
Port Clinton	Ottawa	do	May 1, 1899	720	16	1	20½	6,694
Portsmouth	Newport	R. I.	Jan. 9, 1899	580	18	1	22	23,552
Prairie Depot	Wood	Ohio.	June 1, 1899	750	25	1	25½	3,085
Princeville	Peoria	Ill.	Oct. 3, 1898	710	17	1	28	35,031
Prosperity[1]	Newberry	S. C.	May 1, 1899	3,000	58	1	50	5,275
Quitman	Brooks	Ga.	Dec. 8, 1896	300	10	1	20	11,661
Redwood City	San Mateo	Cal.	Mar. 1, 1899	650	25	1	68	25,383
Rhinebeck	Dutchess	N. Y.	Oct. 3, 1898	2,000	40	3	60	48,841
Richmond	Wayne	Ind.	Feb. 1, 1898	1,500	42	2	50	111,606
Ridgespring[1]	Saluda	S. C.	June 1, 1899	2,500	64	1	50	832
Ridgeway	Lenawee	Mich.	May 2, 1898	850	22	1	24	56,763
Riverhead	Suffolk	N. Y.	Apr. 3, 1899	475	21	1	20	11,309
Riverton	Burlington	N. J.	June 13, 1898	750	6	1	15	34,381
Rogersville	Hawkins	Tenn.	Apr. 1, 1898	5,000	80	4	92	43,415
Rome	Floyd	Ga.	Feb. 1, 1899	2,500	125	3	66	30,322
Do	do	do	Apr. 1, 1899	500	10	0	1	
Ruffsdale	Westmoreland	Pa.	Nov. 24, 1896	216	12	1	18	32,795
St. George[1]	Dorchester	S. C.	Mar. 1, 1899	2,200	70	1	46	5,269
St. Thomas[1]	Pembina	N. Dak.	Oct. 10, 1898	750	78	1	46	13,298
Salisbury	Wicomico	Md.	Apr. 3, 1899	1,500	46	2	37	15,289
Saluda[1]	Saluda	S. C.	June 1, 1899	3,000	48	1	52	1,899
San Jose	Santa Clara	Cal.	Sept. 20, 1898	3,000	25	3	75	140,019
Santa Barbara	Santa Barbara	do	Apr. 3, 1899	700	8	1	20	8,228
Santa Rosa	Sonoma	do	Feb. 6, 1899	2,200	35	3	88	125,961
Sebago Lake	Cumberland	Me.	Nov. 23, 1896	246	20	1	25	21,322
Selma[1]	Delaware	Ind.	Nov. 8, 1897	500	20	1	16	50,204
Seneca	Oconee	S. C.	May 1, 1899	2,750	74	1	50	3,233
Shadeland	Tippecanoe	Ind.	do	400	17	1	22½	0,266
Shippensburg	Cumberland	Pa.	Jan. 2, 1899	3,500	80	5	100	79,178
Extension	do	do	Feb. 1, 1899	600	16	1	21	

[1] Triweekly service on two routes.

Post-office.	County.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Pieces of mail delivered and collected during fiscal year 1898-99.
Shreve	Wayne	Ohio	May 1, 1899	1,350	46	2	40	11,384
Sidney	Shelby	do	Jan. 1, 1899	500	20	1	22	38,624
Sligh's [1]	Newberry	S.C.	May 1, 1899	2,500	60	1	47	3,085
Smoaks [1]	Colleton	do	Apr. 3, 1899	2,500	60	1	50	4,878
Smyrna	Kent	Del	Feb. 15, 1899	500	26	1	18½	4,235
Somerville	Butler	Ohio	Oct. 15, 1898	175	12	1	23	24,468
South Bend	St. Joseph	Ind	May 15, 1899	1,500	38	2	54	9,117
South Dartmouth	Bristow	Mass	Nov. 15, 1897	320	10	1	10	33,459
South Deerfield	Franklin	do	Dec. 1, 1898	300	15	1	15	27,594
South Haven	Van Buren	Mich	Oct. 17, 1898	2,500	36	2	44½	77,177
South Portsmouth	Newport	R.I.	Jan. 1, 1899	2,000	60	3	66	51,761
Starrsville	Newton	Ga.	Oct. 10, 1898	800	40	1	21	17,907
Sunbury	Delaware	Ohio	Feb. 1, 1899	950	22	1	24	17,737
Sun Prairie	Dane	Wis	Nov. 15, 1898	1,300	56	4	104	112,205
Tecumseh	Johnson	Nebr	Nov. 7, 1898	700	32	4	80	74,213
Tempe	Maricopa	Ariz.	Nov. 24, 1898	447	38	2	60	99,694
Thibodeaux	Lafourche	La.	Nov. 1, 1898	300	11	2	24	90,095
Tipton	Lenawee	Mich	May 2, 1898	1,600	40	2	42	88,918
Turner	Marion	Oreg.	Oct. 16, 1897	992	72	3	63	84,722
Upperville	Fauquier	Va.	Dec. 17, 1898	300	30	1	20	7,524
Urbana	Champaign	Ohio	Jan. 1, 1899	975	40	2	42	53,238
Uvilla	Jefferson	W.Va.	Oct. 1, 1898	240	14	1	20	10,300
Victoria	Knox	Ill.	June 1, 1898	1,000	12	2	47	65,987
Wallingford	Rutland	Vt.	Mar. 20, 1899	350	20	1	25	6,010
Wahpeton [1]	Richland	N.Dak	Oct. 3, 1898	450	94	1	50	11,281
Warrington	Warren	N.J.	Nov. 1, 1898	470	12	1	20	6,018
Washington	Washington	Pa.	Oct. 3, 1898	10,000	200	3	220	107,156
Extension	do	do	Nov. 1, 1898			8		
Watertown	Jefferson	N.Y.	May 2, 1898	1,500	45	2	46	164,293
Wauseon	Fulton	Ohio	Oct. 24, 1898	800	24	1	22	51,131
Webster City	Hamilton	Iowa	Sept. 19, 1898	1,775	125	5	125	135,043
Wellsburg	Brooke	W.Va.	June 1, 1899	1,500	45	3	66	4,593
Westchester	Chester	Pa.	Jan. 2, 1899	5,000	60	6	120	161,046
Westminster	Carroll	Md	Oct. 15, 1898	700	16	4	64	96,509
West Seneca	Erie	N.Y.	Nov. 1, 1898	358	17	1	14	12,706
Westside	Santa Clara	Cal	Mar. 17, 1898	1,500	25	3	48	123,725
Winterpark	Orange	Fla	Jan. 1, 1898	175	8	1	20	9,212
Wooster	Wayne	Ohio	Apr. 3, 1899	1,050	43	2	41½	20,308
Xenia	Greene	do	Oct. 17, 1898	800	23	1	22	28,400
Zanesville	Muskingum	do	Jan. 2, 1898	900	19	1	23	25,512
Total				273,604	7,567	391	8,929¼	9,212,927

[1] Triweekly service on two routes.

SPECIAL AGENTS' REPORTS.

The reports of special agents engaged in the preliminary survey of rural free-delivery routes and the inspection of service established, which are hereto annexed, give evidence of the intelligence and acumen with which they have performed their duties, and contain many suggestions which I think are worthy the attention of Congress and of the Department.

The plan inaugurated during the past year of inspecting rural routes established, and of "keying" them up to the highest possible state of efficiency, has been productive of such beneficial results that it is my purpose to continue and extend this method of supervision. It tends to insure better service in respect to the character of the delivery boxes placed along the line of rural delivery routes, closer supervision on the part of the postmasters, and greater promptness and regularity of service on the part of the carriers. It also keeps alive the interest of the people in the service, and secures their active cooperation in maintaining its efficiency by keeping before them the ever-present possibility that failure to properly respond to the requirements of the service may result in its discontinuance in their neighborhood and its establishment elsewhere.

REPORTS OF SPECIAL AGENTS OF RURAL FREE DELIVERY.

EASTERN DIVISION—H. CONQUEST CLARKE, *Special agent in charge, Washington, D. C.*—Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Kentucky, Virginia, West Virginia, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi.

Special Agent A. B. SMITH.

MARTINSBURG, W. VA., *August 25, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

During the past year my duties have taken me from Maine to California, and wherever I have been there is every evidence that rural free delivery is most highly appreciated by all recipients. It is a safe assertion that for the amount expended no other branch of the public service has been productive of such lasting benefits to the people. As in the initial stages of all great reforms, methods have been crude and devoid of system. The service has been experimental in every sense. Without assurance of permanency the people have grasped it, and in every instance there has been an increase in the mails, oftentimes incredible. It is not uncommon for this increase to amount to more than the cost of the service, without impairing the cancellation of fourth-class post-offices. More letters are written and received; more newspapers and magazines are read; more intelligence is diffused; modern methods are employed on the farm, and better crops are harvested; rural life loses its loneliness and isolation dreaded by all; lands appreciate in value; abandoned farms are again occupied; congested centers find an outlet; inducements to peculation in the postal service are diminished; the service is placed abreast of the times and in accord with the business sentiment of the age.

SERVICE IN NEW HAMPSHIRE.

The service established at Pittsfield, Merrimack County, N. H., to which reference was made in your last annual report, has been eminently successful, so much so as to cause an unusual demand for free delivery throughout the entire region. I recently recommended its extension over a large portion of Merrimack County; seven carriers in connection with the Concord office, one at Loudon, and one at Chichester, making in all twelve carriers, covering an area of 265 square miles. This service costs but little more than the old star-route and fourth-class post-office service, and is much more acceptable to all of the people except the star-route mail carriers and fourth-class postmasters and their friends, who constitute fewer than one in twenty of the population.

I made a very careful inspection of the district, consulting all classes, and found all except those named above anxious for free delivery, while several of the postmasters admitted that they would have but little to do after the service went into operation. As no post-offices or star routes have been discontinued except in the Pittsfield district, though recommendation to that effect has been made, there is at present a double service, which is anything but satisfactory to the people, who are thus prevented from receiving the full benefits of the rural free delivery. Were the star routes, which are wholly unnecessary, discontinued, every resident of the district could receive his mail promptly on the day of its reception at the central office and the greater number could reply to important letters and have their replies forwarded to their destination the same day. This would be accomplished by means of collection boxes (street letter boxes) placed at convenient points, which are visited by carriers on their return by routes different from those which they traversed on their outward trip.

MURPHYSBORO, ILL.

When, before my assignment to the eastern division, I was called upon to inspect the rural region adjacent to Murphysboro, Ill., it seemed to me that if rural free delivery could exist there it would thrive anywhere. The mud in the roads appeared to be bottomless, the population sparse, the farms large, and much waste land. I selected the most available localities, and service was established. Very soon there was an urgent demand for additional service. Under orders, I again visited Murphysboro, and found to my surprise that the service was successful beyond the highest anticipations of its most ardent friends. The gross receipts of the post-office had increased 50 per cent, and there was not one complaint, except from those who felt they had been slighted. I recommended an extension with three additional carriers, covering the entire region within 6 to 8 miles of the office. There was but one fourth-class post-office within the Murphysboro district. The postmaster resigned immediately after the establishment of the rural service, and the office was discontinued, thus affording an opportunity to demonstrate the practicability of rural free delivery on an elaborate scale in a region devoid of stone roads and traversed by numerous streams. That which has been accomplished at Murphysboro can be duplicated anywhere without cost to the Department, as the growth of receipts at the post-offices from which the service originates is more than sufficient to defray the cost of the service.

BURLINGTON COUNTY, N. J.

In June, 1898, service was begun at Moorestown, N. J., with three carriers, and at Riverton with one carrier. Subsequent extensions have added four more carriers, one additional at Moorestown, and one each at Palmyra, Mount Laurel, and Marlton. There is now an urgent application pending for another carrier at Palmyra or Riverton, in order to give proper mail facilities to all residents of that populous section.

The postmasters at Evesboro and Fellowship resigned, and the offices were discontinued. Parry post-office was also discontinued, as was all of the star service in the district. The district is one of the best in the State. Roads are generally of the very best. Population is dense and highly intelligent. The mails are heavy and the work of the carriers laborious. With the additional carrier now demanded the service would be well-nigh perfect. Extensions from this district can be made without interfering with existing service, and from the nature of the country there would be no impediment to unlimited expansion did the appropriation warrant.

WASHINGTON COUNTY, PA.

October 1, 1898, rural service with three routes was started in connection with the Washington, Pa., office. Applications for additional service at once poured in. The case was placed in my hands and I made two efforts during the winter to inspect the locality, but failed to do so because of the inclemency of the weather. During May the locality was given a thorough inspection, Special Agent Hutches accompanying and assisting me. One of the original routes extended 10 miles north, and the other two 8 miles south and west. Practically all of the people residing within the boundary thus formed were clamorous for the service, and it was absolutely impossible to discriminate. Eight additional carriers were recommended and were ordered. Fourth-class post-offices are very numerous throughout Pennsylvania, and Washington County is no exception. We did not recommend the discontinuance of any offices, nor were star routes interfered with. They were left to demonstrate the survival of the fittest. Within a month five postmasters resigned and their offices were abolished. I have not been advised of subsequent changes or of the success of the service, but, judging by the number of petitions that have been received from other adjacent sections, the inference is that the service is successful.

Subsequently three routes were established at Burgettstown, connecting with Washington on the north; and, as stated above, there are numerous applications for further extensions. Washington County is one of the best agricultural counties in Pennsylvania. It is well adapted to the service, and I know of no locality where it could be put into operation on an extensive scale to better advantage than in that county and in the adjacent counties of Ohio, Brooke, and Hancock, W. Va.

WEST VIRGINIA.

At the same time a service with three carriers was established in connection with the Wellsburg, W. Va., office. While the territory covered is quite hilly, almost mountainous, the roads are very fine, among the best in the country, and the people are especially progressive and intelligent. There is now an urgent demand from other portions of Brooke County for additional service.

SHIPPENSBURG, PA.

Service was started January 1 last at Shippensburg, on the line between Franklin and Cumberland counties, with three carriers in each county. This service was successful from the start. Postmaster Hollar provided sorting cases and tables, and the people took special pains to provide good boxes. Many of the boxes were unique, and some quite ornamental. The Cumberland Valley is a fine agricultural section, and the people are strictly up to date.

WEST CHESTER, PA.

The service at this thriving town, established January 1, has been phenomenally successful from the start. There are six carriers, covering an area of about 75 square miles, coming in contact with twenty fourth-class post-offices. None of these offices was disturbed by the rural delivery except one, which was ordered discontinued upon a report by an officer of the division of "Post-office Inspection and Mail Depredations," who found, in addition to irregularities, that the office was not needed, as all the patrons were served by free delivery.

During the month of May the value of the stamps on mail collected by the carriers was sufficient to pay their salaries for two months. Had this mail gone into the fourth-class offices practically all would have been absorbed by the postmasters.

A petition is now on file asking for two deliveries daily. I am well convinced that it would pay the Department to grant their request, on condition that post-offices within the territory fully covered by the delivery should be dispensed with, and I know that it would give the people a service much superior to that in vogue under the old system. The opinion of a leading newspaper of Philadelphia, after thoroughly investigating the West Chester service, was that it was an absolute success. One hundred of the most prominent citizens were interviewed, and all expressed themselves as delighted with the rural free delivery.

RURAL FREE DELIVERY WOULD BE A SAVING, NOT AN EXPENSE.

There are more than 300 post-offices in the two counties of Chester and Delaware, the area being slightly in excess of 1,000 square miles, with 200,000 population. A careful estimate discloses the fact that free delivery could be made universal throughout the rural sections of the two counties, giving two deliveries a day, at a saving over present cost of $40,000 a year. If extended to all portions of the two counties, urban and rural, the result would be practically the same. With the increase that invariably follows free delivery this populous section would soon afford a large revenue instead of being an expense, as at present. Indeed, the entire region, were any other than antiquated postal methods adopted, should soon become a revenue producer instead of a revenue reducer.

The report for August is 21,712 pieces delivered and 16,602 collected, giving an average of 6,386 pieces per carrier per month. Reckoning the average postage per piece at 2 cents, the collection would have paid the salaries of ten carriers, whereas six men were employed. It should not be forgotten that this business is additional to that done by the fourth-class post-offices and in spite of the violent opposition of some of the postmasters.

CUMBERLAND COUNTY, ME.

Very early in the history of the service rural free delivery routes were put in operation at Gorham, Brunswick, North Deering, Naples, and Sebago Lake, Me. I have just completed an inspection of these routes, and take the liberty to quote from the report of Inspector F. A. O'Brien, who established the service. He said, under date December 19, 1896:

"After a careful study of each of these experiments I am of the opinion that the system is highly expedient, very practicable, and exceedingly convenient for a much overlooked element in our civilization—the farmer.

"The service has not been in operation long enough in all the offices to furnish a good basis of estimates as to the normal or average amount of business which will be transacted under it, but in each instance I have noted a constant increase as the work progresses in the number of pieces handled.

"In every case the people served have given their hearty cooperation to the system. This is evidenced by the alacrity with which on all the routes the people erected boxes for the reception of their mail.

"One great advantage coming to the residents of the rural district as a result of this system has been manifested in the experiment. It is the much enjoyed privilege of receiving the daily newspaper. Heretofore I have found in my work in rural districts that the residents there are accustomed to go to town but once, and rarely more than twice a week; this circumstance necessitated their taking only a weekly

paper. Under the new system they are afforded the opportunity of receiving the news daily, and I have learned from the postmasters in the above-named offices that many persons have already subscribed to daily papers.

"That the system meets with uniform approval I have not the slightest doubt. Indeed, the postmasters in the above-named districts and the people served are unanimous in their indorsement of the scheme, and are looking forward with fond hopes to the establishment of it. Moreover, the press of New England has treated of the subject rather freely, and no sign of disapproval from this source has yet come to my notice.

"It has occasionally been argued that the rural class would prefer to follow the olden custom of going to town for mail, that thus they may meet their fellow-townsmen. Yet my intercourse with these people leads me to believe that they are too frugal and, in most cases, too hard-pressed not to appreciate the saving of time and trouble which results from the delivery of their mail almost at their doors—especially at this time, when discontent and uneasiness are noticeable in the farming districts.

"The establishment of the rural free delivery would come as a welcome boon to show them that the equality of all citizens is not a myth, but a reality, and, since in late years the mail service has become such a potent factor in the development and extension of trade and commerce, I am of the opinion that in a comparatively short time the adoption of rural free delivery will tend to give great impetus to agricultural pursuits."

After the lapse of nearly three years, it affords me pleasure to reaffirm every statement made by Mr. O'Brien. The people are now as enthusiastic in their support of the service as they were at the time of its establishment.

DEFECTS OF THE EARLY SERVICE.

One of the defects noted in the early establishment of the service, as well as in many cases of a later date, was the lack of specific descriptions of routes established. There is often nothing on file in the post-office to so much as indicate that the service was established. As a result, the incoming postmaster is devoid of knowledge as to what constitutes the proper route. Your system of inspections will soon remedy this defect, and, with the comprehensive descriptions and improved maps now required, will prevent a recurrence of such imperfections. This defect was especially noticeable at Gorham, where the carrier went south 3½ miles and returned over the same road. He then went north the same distance, around a block about 3 miles, and returned over the same road. Seven miles of the distance was lost, and not more than fifty families reached; whereas, had he followed the route indicated on the map filed by Mr. O'Brien, he would have reached one hundred families at least. No wonder the service did not give the results anticipated. I wish to state that I do not consider the carrier at fault. The present postmaster is enthusiastic in support of the service.

OTHER MAINE ROUTES.

At Brunswick, Me., rural free delivery has been extended until there are now four routes in successful operation. The route first established, West Brunswick, did a business of but 2,225 pieces last month. South Brunswick reported 4,807 pieces, East Harpswell 3,118 pieces, and Harpswell Neck 10,021 pieces.

I recommend an extension of the West Brunswick route, which will bring it up to a fair average.

All the fourth-class post-offices in the district, and of course all star routes, have been discontinued. There was a strong protest from residents on Harpswell Neck, on which three offices had been discontinued, and I spent considerable time investigating the case. I found with but few exceptions that the complaints originated from and were propagated by two of the ex-postmasters. At the southern end of the route, I found there were good grounds for complaint, and recommended relief which I was assured would be satisfactory.

NEWSPAPER AID ACKNOWLEDGED.

I have found newspapers a most valuable aid. Editors are usually abreast of the times, and I have yet to find one who understood the object of the service who was not ready to lend me a helping hand. A fact which is generally overlooked, yet a most important one, is that nearly all of the newspapers published in the towns from which rural free delivery originates are afternoon papers. They are not largely benefited. Their morning contemporaries from the large cities are run in on early trains and delivered over the routes, to the exclusion of the local dailies, yet, as stated above, the local papers, without exception, advocate and support rural delivery. The more honor to them!

WHERE RURAL SERVICE SHOULD START.

I make it a point whenever possible to connect the service with a second or third class office. First-class offices are usually in cities which require carriers to travel a considerable distance before they reach the scene of their labors. That is the only objection to such offices. Fourth-class offices are generally illy equipped for the service, and, as is too often the case, postmasters are indifferent or else hostile until they learn that it will swell their cancellations, when they want to spread it all over the country.

I find best results in the two classes named. They get their mails promptly in the morning, have some time to devote to supervision of the service, and take pride in making it a success.

CARRIERS.

To my mind a general advance in the compensation of rural carriers would be unwise. They are now paid much better than star-route carriers. As a rule they work but four or five hours a day, and are fairly well satisfied. There are exceptional cases in which there is a certain territory to be covered, where the mails are very heavy and the route quite long, where, to have an efficient service the carrier should have additional compensation, but such cases are rare. I know of very few such routes. To increase the salary would cause a scramble for the positions, and strife and contention would ensue. When possible I employ sons of farmers, and find them not only well equipped, but very efficient. The fidelity of carriers and their devotion to duty are most commendable. Rain or shine they traverse their routes and perform their duties with wonderful exactness. The percentage of errors is infinitesimal.

MONEY ORDER AND REGISTERED LETTER RECEIPTS.

Carriers should be supplied with a simple form of receipt to give patrons for the money and fee for a money order and registered letters. Then let them take a receipt from the postmasters, and handing over that receipt take up their own. The new form of money order and the existing registry receipt suffice for the postmaster, but the carrier should give a receipt when accepting either money for an order, a registered letter, or a money order to be cashed. Such an arrangement would well nigh perfect the service, as it would bring the money-order system to practically all houses.

BOXES.

Frequent instructions have been given in regard to placing proper boxes on the rural routes, and yet the boxes remain practically the same. The reason for this is that there is not a suitable rural box on the market. The farmer who makes his own is better suited with it than with the most costly box to be obtained. The rural box made by the Postal Improvement Company, of Norristown, Pa., is too costly and too intricate. A box, the same size, with half the work on it and at half the price, would be a boon. The No. 2 rural box, constructed by the Corbin Cabinet Lock Company, of New Britain, Conn., is all right as to price, but it is too small. Double the size and sell at a small advance on present price and it would go.

At several points in New England a combination of the Corbin box and a wood box of home construction is the best I have seen. The idea originated with a clergyman at Harrison, Me. Street letter boxes placed at schoolhouses and at important cross roads are most convenient.

HINDRANCES.

That rural free delivery should have made the strides it has, handicapped as it has been, is beyond comprehension. From the fountain head—Congress—comes the information that it is experimental. Then the idea upon which the service was first established was that it was to be supplementary to existing fourth-class post-offices and star routes. It was to seek an existence on byroads and in sparsely-settled regions, and not deliver or collect mail within one mile of a post-office. It was simply an insignificant scavenger going about picking up the odds and ends that postmasters did not care much for, and it was too frequently attached to offices where it was not appreciated. Nine-tenths of the fourth-class post-offices are kept in stores, as a matter of accommodation to the people and for the little trade they draw. Many of these postmasters have told me that they wished the office were at the bottom of the sea, as it did not pay and was a terrible annoyance. But when the proposition was made to relieve them of their disagreeable duties they at once began to hedge, and from that moment became the implacable foe of free delivery.

HELPS.

On the other side is a more pleasing picture. The farmer sees in rural free delivery his first recognition by the Government. He realized previously that he was of some utility, but felt that he was of little consequence. He was a good subject for taxation, and it was all right for him to grow wheat, and corn, and cattle, and horses, and hogs, and sell them for what he could get, but beyond that he was only a clodhopper, and who cared for him? The day has finally arrived when the American farmer has begun to think, act, and vote for himself. He will no longer be a nonentity. He knows he possesses rights and dares maintain them. Thus the farmer has demanded free delivery of mail, and his voice is lifted up in its behalf. His brother in the city has but a short distance to go to the post-office, and there are paved streets on which to travel, yet his mail is delivered at his door. Why should not the farmer receive the same attention? The distance to the office is much greater, roads are often muddy, and he is often sore pressed for time. While listening to the complaint of a postmaster, who said, "They have been coming here for their mail for the last twenty-five years, why can not they continue to do so?" a farmer made reply, "I have been traveling 4 miles for my mail, as you say, for twenty-five years, but now it comes to my home, and I tell you I appreciate it. I would do you no wrong, but surely I have some rights. Blessings on the man who gave me free delivery. Turn about is fair play, and our turn has come."

Rural free delivery diffuses intelligence, makes rural life more pleasant, improves roads, enhances the value of land, increases the volume of mail, promotes sociability, and tends to more exalted ideas of government. These are the helps which have enabled the rural service to overcome all obstacles and in three years become the most popular feature of the postal service.

PERSONAL.

To successfully establish rural free delivery requires tact and ability to readily comprehend the physical conditions of the community. Like conditions are not found in any two cases. Diverse interests are to be consulted and propitiated. The carriers must start on one road and return by another. Prominent citizens are averse to bringing up the rear of the procession. Topography and the roads must largely determine the length of routes. A fine discrimination is demanded to decide whether Pleasant street or Prospect avenue will afford the most mail. It gives me pleasure to testify to the tireless energy and intelligent work of the special agents you have selected for the purpose of laying the foundation of rural free delivery. I have had exceptional opportunities f r noting the work they have done and the wisdom of their decisions, often under adverse conditions, and I am pleased to commend them. There were but few models after which to pattern. The work done prior to organization of the force of special agents was wholly experimental and often based on an erroneous conception of the idea. It is always more difficult to dissipate an erroneous idea than to inculcate right thoughts at the beginning.

When I state that special agents do more satisfactory work than was done by inspectors who were originally detailed for this service I do no violence to the intelligence or worth of the inspector. His duties are multifarious. He can not devote his time and mind wholly to the work which becomes a business—a trade—to the special agent. If interested in his work, if desirous to see the service a success—and I am quite sure all of your agents are inspired by proper motives—he is constantly acquiring knowledge and applying it to the work in hand. He gradually learns how to arrange a route that future service can be added without interfering with that in existence and at the same time reach all of the people.

On my own part, I beg to tender you, your efficient superintendent of free delivery, the special agent in charge, and all others connected with the work in the office, also all of the special agents, my earnest, heartfelt thanks for the many courtesies bestowed, and the assistance so freely given me as to make the performance of my official duties a real pleasure.

A. B. SMITH, *Special Agent.*

Special Agent THOMAS H. HOUPT.

KITTANNING, PA., *September 4, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

Prior to my assignment to duty in the Eastern division I inspected and extended rural free-delivery service in the States of California, Colorado, and Oregon. Since then I have been on duty in Pennsylvania, South Carolina, Georgia, and Ohio. This has brought me into contact with the mountainous regions of the Pacific slope and

with the highly differing territory of the Eastern and Southern States. I have examined over seventy-five rural free-delivery routes, and in every case I have found the service working well and giving satisfaction. In every instance I have received uniform courtesy and pleasant greetings from the carriers and their patrons, all striving together to make rural free delivery a permanent institution.

HOW HOSTILE PETITIONS ORIGINATE.

Whenever complaints have been brought to my attention I have found that they have proceeded from other sources than from the people accommodated by rural free delivery. They have generally emanated from persons who desired to serve themselves at the expense of the Government. I have found frequently, when investigating petitions presented against the service, that the names attached to these papers were either those of persons who did not live on the line of the rural free-delivery route, or that the signatures had been affixed as a matter of neighborly accommodation to oblige some dissatisfied fourth-class postmaster or star-route subcontractor whose service had been discontinued, without any idea that the petition would have any effect upon the Department. This, of course, is wrong, but it is human nature. When I have represented to these persons that their action might result in the discontinuance of the service they have manifested unconcealed alarm and regret, and have declared that had they thought any notice would have been taken of the petition they would never have signed it, but they did so because they did not wish to offend their neighbors.

If the special agent will go to the business houses in some hamlet in which the protest originates, which have never had a post-office in their stores, they will be told that the people are getting a better service, more prompt and in every way more satisfactory, than they have ever had before.

I have noticed in many agricultural communities much more dissatisfaction expressed at the location of the fourth-class post-office and a more urgent demand to have that location changed to some other point than I have ever observed anywhere against rural free delivery.

WHAT CONSTITUTES A ROUTE.

What constitutes a suitable distance and population to form a rural free-delivery route is very hard to determine, because in no two States will the conditions of the roads, population, and patrons be the same. On one route there will be farmers who take daily papers and carry on a voluminous correspondence; on another route the majority of the patrons will simply take a home weekly paper and only answer letters when they get them. I think a fair rural route should be about 22 miles travel with one hundred families along the road traveled, and fifty more families living no greater distance than half a mile from the main road traveled by the carrier. As to placing of collection boxes, they should be invariably placed at the intersection of prominent crossroads where the country is thickly populated, from 1 to 2 miles from the intersection.

DELIVERY BOXES.

One serious question which arises in the establishment of every rural free-delivery route is the mail box to be used by patrons. The majority of the patrons would be willing to pay for a uniform cheap serviceable box, and if the Department contemplates any such action the sooner it is enforced the better.

THOS. H. HOUPT, *Special Agent.*

Special Agent IVAN G. BLACKMAN.

QUAKER CITY, OHIO, *September 7, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

The first two months of the past fiscal year I was employed in the army mail service. Since then I have established rural free-delivery service at the following places: Washington, Pa.; Benton Harbor and South Haven, Mich.; Upperville, Va.; Lostant and Magnolia, Ill.; Canton, Ohio; Eckford, Mich.; Wooster, Shreve, Chardon, Archbold, Port Clinton, and Gypsum, Ohio; Nottawa and Middleville, Mich.; Prairie Depot and Beloit, Ohio; Hillsdale, Mich.; Lexington, Ky.; Burton, Geneva, Jefferson, Cuyahoga Falls, North Madison, Chagrin Falls, and Quaker City, Ohio.

I have inspected and recommended against the service at Columbus, Ohio; Newport, Ky.; East Lewistown and Barberton, Ohio. I have also inspected and discontinued service at Allensville, Ky. Inspected service at Wooster, Shreve, Chardon, Port Clinton, Gypsum, Beloit, Burton, and Poland, Ohio.

DIFFICULTIES.

I hear of no opposition to the service except occasionally from some postmaster whose territory may have been invaded by a carrier from a neighboring office. Owing to the improved business conditions of the country, it has become somewhat difficult at times to find suitable persons who will accept the position of carriers.

POPULARITY.

From all the information I can gather there is but one conclusion to be reached, and that is that the service is universally popular. The farmers feel that in the past they have been somewhat neglected, but this service proves to them that they are not forgotten in the benefits and conveniences which the Government is providing for the people.

I. G. BLACKMAN, *Special Agent.*

Special Agent W. B. GAITREE.

MARIETTA, OHIO, *September 9, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

Since my last annual report I have visited the following cities and towns and recommended service in Ohio at Wauseon, Bowling Green, Springfield, Xenia, Piqua, New Carlisle, Circleville, Pomeroy, Defiance, Newark, Johnstown, Tippecanoe City, Coshocton, Prairie Depot, Archbold, and Clyde; in Tennessee, Johnston City and Jonesboro; in Georgia, Athens, and Rome. I also visited a large number of other places, but found the conditions for a successful service were lacking and so reported. I have made a number of inspections.

OBSTACLES ENCOUNTERED.

The difficulties have on the whole been slight; the only opposition arising has been from fourth-class postmasters and sub star-route contractors. On inspection trips I have called to see merchants who at first objected to mail free delivery and asked them about their country trade. The reply has always been, "It is better; the rural delivery is a good thing."

PUBLIC FEELING.

The sentiment of the people served is universal in praise of the service. I have had them say that if the Government did not keep it up they by subscription would raise enough to pay the carrier. One farmer told me that if he had had rural delivery last year, he would have made $163 more on a sale than he did. He was in the habit of going to town only once a week for his mail. The prices rose, and he not knowing the quotations because he had not time to go to town to get his mail, sold his produce for $163 less than the market value.

ROADS.

The roads at the places where I have established service are all fairly good. Most of them are pike roads. I have made it a condition for the continuance of the service that any bad stretches of road be repaired. On inspection trips I found that this had been done.

BOXES.

The people show a marked appreciation of the service in every way but one—that is in the boxes they provide for the mail. A large per cent of the boxes are of rude construction and insecure. I would suggest that each carrier be directed to notify those having such boxes that unless a more secure, weather-proof box be provided within a certain time the mail will be left at the postoffice.

CARRIERS.

In appointing carriers, preference should be given to ex-soldiers. Where two or more carriers are put on, I generally select an ex-soldier and a young man. I find that plan meets the approval of the people. Carriers should be provided with a shrill whistle, to be sounded when mail is left; then no excuse can be made by the people, if by neglecting to come out for it promptly it should become water-soaked or blown away if it is in an insecure box.

I want to commend the faithful and untiring work of the rural free-delivery carriers. I doubt if any corps of men in the Government service can show a better record than they.

W. B. GAITREE, *Special Agent.*

Special Agent S. O. EDISON.

EAST ORANGE, N. J., *September 10, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

I handed in on July 1, this year, a statement of my work up to that time. Since that date I have only inspected routes previously established—eleven in number—in the State of New Jersey, as follows: One at Chatham, four at Morristown, one at Mount Laurel, one at Marlton, one at Palmyra, one at Riverton, one at South Dartmouth, Mass., and one at Bernardston, Mass. These routes I found running in a systematic manner and giving perfect satisfaction to the patrons. Since their establishment the first and second class mail matter has greatly increased and has become the means of bringing the farmers and people on the route in closer communication with the outside world. The privilege they have once enjoyed they would be slow to abandon.

Previous to my being sent out on inspection routes I reported on service in western New York, New Jersey, Massachusetts, Maine, New Hampshire, Connecticut, and North Dakota. In North Dakota I laid out six double routes. I adopted the plan of double routes, as the country is sparsely settled. One carrier does the work for both, traveling over them on alternate days.

PRIMITIVE POSTAL METHODS.

At Concord, N. H., I suggested a route that would dispense with six post-offices and two star routes and would save the Department $766 a year. About the same thing could be done at several places in the New England States, where in many places the star routes have not been changed since the railroads were built, and, as I was informed, some of the routes do not carry, on an average, two letters a day. The rural free-delivery system extended generally over States where the antiquated star-route service prevails would be a great saving to the Department and give the people a much better service.

LETTER BOXES.

If the Department could secure cheap, serviceable boxes—say from 75 cents to $1.50 each—and require the patrons to erect them in convenient places on the road, so that the carriers could drive up to them and put in and take out the mails without getting out of their carriages, it would enable the carrier to get over his route in less time and would greatly facilitate the service.

The letter boxes now in use are of all kinds. Some are safe against the weather and a good many are not. There are a few metal boxes on the routes I have inspected but as a rule they are no good. The locks are out of order and a good many keys have been lost; so the boxes are exposed to anyone that feels disposed to help himself to the contents.

S. O. EDISON, *Special Agent.*

Special Agent W. C. R. HAZARD.

BUFFALO, N. Y., *September 14, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

Shortly after my appointment, July 1, 1899, I investigated a route at Hammond, N. Y. This route, which runs parallel with the St. Lawrence River, runs through a rich dairy country and serves farmers whose mail facilities were very poor before the introduction of rural free delivery. The roads on this route are good, outcroppings of flat stone ledges making in some places a natural stone road. This route, in my opinion, will be very successful. Since its establishment a petition from the farmers in the neighboring town of Brier Hill, has been received, asking for rural free delivery.

OTHER SERVICE RENDERED.

I next went over Route No. 1 from Port Chester, N. Y. As in all places suburban to New York City, the roads are fine, and the farmers, whose market for their products is New York, are an intelligent and thrifty class of people. There can be no doubt of the success of this route.

In company with Special Agent Hutches, at Lockport, N. Y., I looked over five routes from that city and decided to recommend two, one of which has been established. The roads about Lockport are sandy, but generally in good condition. The farmers in this section are mostly engaged in raising fruit, and the convenience which a daily paper containing the market reports is to them can not be overesti-

mated. Reports from the postmaster at Lockport and from patrons of the route tell that the service is a success and constantly increasing.

We next went to Newport, R. I., and recommended the establishment of four routes, two to run from Little Comp on, R. I., and two from Tiverton, R. I. There were, when we were in Newport, several routes in successful operation near there, and as the four routes recommended by us serve the same class of people, there can be no doubt of their success also. We were obliged to report adversely upon routes to run from Jamestown, R. I., Barrington, R. I., Warren, R. I., and Bristol, R. I., as the patrons of these offices were mostly summer residents, and were not, in our opinion, the class of people which rural free delivery is intended to benefit.

We have also recommended two routes to run from Newark, N. Y., and two from Phelps, N. Y. These routes tap the fine country in central New York. Petitions were signed by practically every farmer in the vicinity, and with the cooperation which they promised the routes can not help but be successful.

I then recommended a route in Irondequoit, N. Y. This route goes through the truck-garden section near Rochester, N. Y., which is considered to be the richest section of New York State. The carrier in traveling 22 miles delivers to over 250 families, the heads of which do a large business with commission houses in New York and Buffalo. This, in my opinion, will be one of the most successful routes in the country.

I next went to Philadelphia, N. Y., and Evans Mills, N. Y. I recommended a change in the route from Philadelphia which I think will be a benefit, and reported adversely on the proposed route from Evans Mills, N. Y. While in this section I looked over four routes running from Watertown, N. Y., and found them in very prosperous condition. The patrons are very much pleased and the number of pieces of mail handled shows a healthy increase each month.

WHERE OBJECTIONS COME FROM.

The objections to rural free delivery come in all cases from three sources: The fourth-class postmaster, the subcontractor of star routes, and the small stores about the post-office. The objections from the small stores, however, soon die out when the farmers who are patrons of rural free delivery give the storekeeper to understand that objection on his part will work more against him than rural free delivery will.

DEFECTIVE BOXES.

The boxes put up by patrons on some of the routes are insecure, and I impress upon all farmers whom I meet the necessity of good, substantial boxes. Wherever possible I have the officers of the local grange also urge upon people on the routes the need of substantial boxes conveniently placed.

FALSE STATEMENTS.

Objectors to routes deceive the farmer by telling him that rural free delivery will add to his taxes. Through the local newspapers I have endeavored to deny and explain this fallacy. The assistance and encouragement received from all newspapers and their desire to help along rural free delivery are a great benefit to the special agent, and I have yet to find a newspaper man not an enthusiast on the subject.

INCREASED VALUE OF LAND.

In several sections farmers have told me that a delivery service increased the value of their farms, and one farmer informed me that he had lost the sale of his farm because there was no free delivery passing it.

CARRIERS' SALARIES.

The salary of carriers ($400 a year) in New York State strikes people as being very low, and there is sometimes great difficulty in finding a suitable man to carry the mail at that price. It often takes longer to find a carrier and have him properly bonded than to do all the other work in laying out a route.

LACK OF MAPS.

The lack of adequate and accurate road maps is a great difficulty to the special agent, and I am often obliged to take some time in finding such a map. Instructions to petitioners from the Department upon the receipt of their petition to obtain such a map and to lay out a route which in their opinion would do the greatest amount of good to the greatest number would, I think, assist the special agent more than anything else in his investigation of a route.

APPRECIATION OF THE SERVICE.

Lvery man on a rural free-delivery route which has been running any length of time is an enthusiast, because it delivers to him his daily paper the day it is published, from which he can get the market reports, which help him in his business. Every woman likes it because it keeps the boys at home by bringing the papers and magazines to them, and allows the girls to correspond with their friends without the slightest difficulty. During the time that I have been connected with the service I have yet to find a single complaint about the honesty of a carrier or his willingness to be obliging at all times. The only complaint among the farmers comes from those who have seen the workings of the system and have not secured the service themselves.

W. C. R. HAZARD, *Special Agent.*

WESTERN DIVISION.—FRANCIS M. DICE, *Special Agent in Charge, Indianapolis, Ind.*—Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Idaho, Wyoming, Montana, Nebraska, Kansas, Texas, Colorado, Utah, Nevada, Oregon, Washington, California, and the Territories.

Special Agent CHARLES LYNN.

TOPEKA, KANS., *August 25, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

On the 10th day of February last I was appointed to the position of special agent of rural free delivery, the territory of Illinois having been assigned me as my field of labor.

SERVICE ESTABLISHED IN ILLINOIS.

A short time after my appointment, in company with Special Agent Smith, I assisted in the establishment of three routes at Murphysboro, Jackson County, Ill.

At Plainfield, Will County, Ill., I laid out a route over fine gravel-made roads, in a rich farming country, under high state of cultivation. I recommended the discontinuance of one star route, also four post-offices which were being supplied by that star route. I did not recommend these discontinuances, however, until I had obtained the consent of the postmasters and the patrons of the respective offices. This service is a popular and growing one. I was over a part of the route recently and talked with the carrier, also quite a number of the leading patrons, and everyone I met was well pleased with the service. Number of pieces of mail collected and delivered for the thirty days after July 20, 3,373.

At Dixon, Lee County, Ill., I recommended a service over a rich farming country and found very hard-made roads. I suggested the discontinuance of one star route and two post-offices; no opposition developed. I respectfully call attention to the number of pieces of mail collected and delivered by the carrier for the thirty days from July 20; total, 7,899. This route will collect and deliver for the first year of its existence almost, if not quite, 100,000 pieces of mail—a splended showing.

Next, at Duquoin, Perry County, Ill., I established a service that is having a healthy growth. The postmaster writes, under date of August 21, saying: "Number of pieces of mail collected and delivered by rural carrier for thirty days from July 20, 3,475," and adds: "The service here is a pronounced success, and is daily becoming more popular." I recommended the discontinuance of one star route and one post-office there, and no opposition developed.

Next, at Sugargrove, Kane County, Ill., I established a service, finding fine gravel-made roads, rich farming country, under high state of cultivation. The service is growing and highly appreciated. Number of pieces of mail collected and delivered for one month from July 20, 2,962.

ASSIGNMENT TO WESTERN DIVISION.

On July 1, when the division of the service was made, I was assigned to the western division. The State of Kansas was added to my territory.

An application having been made for a service at Trilla, Coles County, Ill., I, after looking into the conditions there quite thoroughly, made an adverse report thereon.

At Mattoon, Coles County, Ill., I recommended a service. Found conditions very much more favorable than at Trilla, in the same county.

At Tolona, Champaign County, Ill., I recommended a service. The conditions are favorable, as the country is a thickly settled section of central Illinois. Quite a number of the patrons living along proposed route under present conditions are

obliged to go from 5 to 8 miles for their mail. Opposition afterwards, as I understand, developed to this service on account of a protest having been filed by the postmaster of a small post-office near by.

I also laid out routes and recommended service at Rock City, Stephenson County, Ill., and at Romeoville, Will County, Ill. This last route touches the Plainfield route above referred to. The conditions are altogether favorable. Good made roads over a thickly settled section of fine farming country and a highly intelligent, reading people are the principal reasons set forth in my report for this service. This concludes my work in Illinois.

WORK IN KANSAS.

About a fortnight ago I reached this State, with quite a number of applications for service referred to me. I find the farmers in Kansas enthusiastically in favor of rural free delivery. My first work was the recommendation of a service from Station "B," this city (Topeka), which is situated just inside the city limits. I have recommended the discontinuance of two star routes and four post-offices, which was done with the consent of the postmasters and the leading patrons of the respective offices, but I have not yet heard that these star routes and post-offices have been discontinued. If this should be ordered I predict for the rural free-delivery service great success. Three hundred families live within 1 mile of the proposed route. It will substitute a satisfactory for the present unsatisfactory star service now in effect, and will bring about quite a saving to the Government. The postmaster, Judge Guthrie, thinks this will be the banner service of the Union when the fourth-class post-offices and star routes are abolished and rural delivery is given full scope.

My next work was at Meriden, Jefferson County, Kans. I found good roads and a thickly settled section of fine farming country. I noticed in going over the route that milk haulers to the creamery at that place were in the habit of delivering the mail along the public highway and were paid for such service by the people. This service will now be undertaken by the Government without cost to them, and will be better performed.

Valley Falls, Jefferson County, Kans., was next visited, where I found good roads and fine farming country. In order that some understanding may be had as to the community around Valley Falls, I will say they have a population of 1,035—census taken last May. They have a fine system of waterworks, electric-light plant, etc. The postmaster there informs me that 1,808 weekly papers and 475 daily papers go through his office weekly and daily. This service will be highly appreciated by the patrons and will in my judgment have a bright future.

Next, at Burlingame, Osage County, Kans., I recommended a service with conditions altogether favorable, as Osage County is one of the most productive counties in the State. It is thickly settled and is quite a bituminous coal center. This concludes my work in the line of establishment of rural routes.

INSPECTIONS OF ROUTES.

About one month ago I inspected rural free delivery route No. 1, at Darlington, Montgomery County, Ind.; found splendid gravel-made roads and a fine farming country. The farmers with whom I talked seemed to appreciate the service greatly; found secure metal boxes placed conveniently for the carrier along the line of route. In fact, all conditions were favorable for a healthy service. During last week I inspected routes Nos. 1 and 2, at Bonner Springs, Wyandotte County, Kans.; also one at Edwardsville, which is very near by. I desire to call attention to the condition of the boxes along these three routes. They are old wooden dilapidated affairs—scarcely a secure one in the whole number—placed in hedge fences and in out-of-the-way places, causing great inconvenience to the carriers in reaching them. In other respects the service at these points is growing, slowly, however. I also made inspection of route No. 1, Osawatomie, Miami County, Kans. Conditions were altogether different there. Good boxes had been placed along the line of route in most instances. In talking with the people I found them appreciative of the benefits they were receiving from rural free delivery. This concludes my work in this line.

In my own State—Illinois—I regret to say, the farmers are not manifesting a very great interest in rural free delivery. In this State (Kansas), however, I found the conditions quite different. Applications for service are piling up daily from all parts of the State. I would recommend that the alternate day system referred to in your last report to the Postmaster-General should be given a trial in the sparsely settled sections of Kansas. I think satisfactory results would ensue therefrom.

BOXES.

I find that the boxes, as a rule, are insecurely made, and are placed in out-of-the-way and inconvenient positions for the carrier. I respectfully recommend that some

action be taken to remedy this very important feature of the service. As to molestation of the mail, I have yet to hear of a single complaint in this particular on any rural free delivery route where I have been. I find all newspaper people in thorough sympathy with the free delivery, and they seem quite anxious to promote its development.

WHAT RURAL DELIVERY WILL DO.

Rural free delivery will, in my opinion, go a long way in the settlement of the question that is now receiving the attention of all farmers' institutes, granges, and agricultural papers—"How to keep the boys on the farm." If daily papers and all other character of mail are supplied daily at the farm door, such a blessing will assist materially in making farm life more comfortable. It is due to the farmer that some of the advantages of a generous mail service should be extended to him.

Rural free delivery, good roads, and the telephone will prove wonderful agencies in driving away the dull monotony of farm life, bringing, as they will, the comforts of city life to the farmers' home and gladdening hourly the hearts of all.

CHAS. LYNN, *Special Agent.*

Special Agent WILLIAM E. ANNIN.

PHŒNIX, ARIZ., *September 1, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

In compliance with instructions I transmit herewith report of my service as special agent rural free delivery from July 11 to date.

The field of work assigned me includes the States of Utah, Oregon, and California, and the Territories of New Mexico and Arizona, an area of 574,930 square miles. At the date when I assumed charge experimental rural free delivery had been established in all the political divisions mentioned except Utah and New Mexico. My earliest instructions sent me to Utah for the purpose of examining a number of routes, called for by farming communities, prior to proceeding to the coast.

UTAH.

This State, the last admitted to the Union, was one of the few political divisions of the United States in which one or more experimental rural free delivery routes had not been previously established. This was due in part to the smallness of the appropriation made for experimental purposes, but chiefly to the fact that no request had come to the Department asking for the establishment of a route. Such formal request having been received, I was ordered to investigate the situation and report. After consultation with United States Senator Rawlins, ex-Governor Thomas, postmaster at Salt Lake City, and others familiar with the State, regarding localities best fitted for the requirements of the system, I spent some time in trips throughout the State, mapping out those portions where sufficient density of farming population in need of such facilities could be found. The valley of the Jordan, south of Salt Lake City, was finally decided upon as the most eligible location for inaugurating rural free delivery in Utah, and after careful inspection of several suggested initial points, Murray, 9 miles south of Salt Lake City, was fixed upon as the post-office from which to start the first route in Utah. The entire valley of the Jordan north and south of Salt Lake City is an area of small holdings, with generally excellent roads and in the main with good postal facilities. The route finally chosen seemed to meet the requirements of the Department better than half a dozen others carefully inspected. It was therefore recommended to the Department, and rural free delivery was established on August 15. I was present on that date and witnessed the return of the carrier from his first trip. He reported the greatest interest among patrons of the route and the promise of the best results when changes in mail directions and the setting up of delivery boxes, already ordered, could be accomplished. The establishment of this initial route in Utah has been followed, as is usual, by persistent entreaties for the same class of service in adjacent sections. My experience has been that the inauguration of rural free delivery and a short test of the great advantages which it proffers to farming communities is the cause of immediate calls upon the Department for the extension of the service in the vicinity and the State. At the present time a number of applications for rural free delivery in Utah are pending, caused by the successful establishment of the Murray route and the publicity given by the State press to the satisfaction experienced by those who are benefiting from its operation.

CALIFORNIA.

Having completed the cases assigned for Utah and forwarded full reports upon topographical conditions in the State and upon those sections best adapted for the economical and successful development of rural free delivery, acting under instructions, I proceeded, on July 31, to California to investigate and report upon several applications awaiting in the State where rural free delivery has been so successful. No route had heretofore been laid out in the San Joaquin Valley, one of the great wheat-growing sections of the State, and from which, owing to the reports of the benefits accruing from rural free delivery to farming communities elsewhere, strong pressure was being brought for its establishment. Owing to kindly courtesies on the part of Hon. Marion De Vries, Member of Congress, Second district, I was enabled to materially shorten my stay in the vicinity of Stockton and to inspect and recommend a practical route in San Joaquin County. The problem in all the sections where large ranches are the rule is necessarily more difficult of solution than in the region of small farms. The intervals between dwellings are greater, and, as a rule, improvements of roads are less. The special agent called to pass upon a suggested route, quite as earnestly demanded as in the areas of smaller land holdings, is at once met with the difficulty of mapping out a line of delivery with a sufficient number of patrons to warrant its establishment and short enough to be certainly covered daily during all seasons of the year. It is to be noted that throughout the far West in the region of large farms and comparatively small population road improvement is much less advanced than where smaller holdings are the rule, and gravel and macadamized roads have come in response to the demand of a numerous and concentrated body of taxpayers. Several routes suggested in this section of California were found to be impracticable for the sole reason that the condition of the roads precluded the assurance that carriers could traverse the routes and make time during the season of rains. Having made favorable recommendation for the route from Stockton, I proceeded to Sacramento to inspect a proposed route from Florian, 9 miles distant from the State capital. This was found to be impracticable because of the condition of the country roads, added to the long intervals between farms. A system of macadamized roads has been inaugurated from Sacramento south, but it has not been sufficiently extended to make it an important factor in the consideration of rural free delivery. The absence of road maps also prevented, as it so frequently does, a satisfactory identification of roads. State Highway Commissioner Maude proffered every courtesy of his office toward securing, in the future, information respecting roads throughout the State, and I am much indebted to him for valuable information.

From Sacramento I went to Santa Cruz. The route inspected and subsequently approved is the first in this county of California. Those interested in the establishment of the route had made a careful canvass of those who might be served by its location. Petitions were signed by more than two hundred prospective patrons, maps of the route were ready and every provision had been made in advance for the thorough and speedy determination of the practicability of the proposed line of delivery. Recognizing that one stretch of road on the route would doubtless be objectionable, application had been made in advance to the county supervisors for the construction of a new road, which would obviate the objections. In order to secure the establishment of rural free delivery the supervisors agreed to change the road, through condemnation proceedings, and remove what was felt to be an obstacle to increased mail facilities in the county.

Eastern California has furnished the ideal field for the establishment of rural free delivery. The routes located in Santa Clara County have more than justified every expectation. Practically the entire county, with the exception of the mountain districts, receives daily delivery of mail matter by rural carriers. The service is well maintained and complaints are extremely few. Patrons of the various routes are steadily improving the character of the letter boxes. Owing to the admirable roads which run through the county in every direction, the high intelligence of the citizens, and the small holdings of land, the best results in the State and in the territory under my supervision have been secured in Santa Clara County. Applications for extension of routes are still pending and will be investigated later. It is apparent that by far the largest number of applications for the establishment of rural free delivery routes in the territory assigned to the special agent now reporting will come from California. For several years, at least, these are likely to more than equal the combined requests from the other States and from the Territories under my supervision. The success of rural free delivery in the State, wherever established, has created a growing demand in adjacent and other sections that the same facilities be extended.

After disposing of the California cases sent me I returned to Utah, inaugurating the Murray route, then to Arizona, en route to California, to inspect routes already established.

GENERAL RECOMMENDATIONS.

During the six weeks since assuming direction of this territory I have traveled nearly 4,500 miles by rail and in conveyance in the performance of my official duties. There can be no question whatever of the daily increasing popularity of the free delivery of mail matter among farming communities. Sections supplied scout the idea that the service can be discontinued, and those not yet favored are urging for equal facilities. The pressure upon Senators and Representatives in Congress from their constituents for the establishment of rural free-delivery routes is persistent, and seems to come with equal vigor from localities where, under present conditions, service can not be established as well as from sections where successful and economical routes could be laid out.

LACK OF INFORMATION AS TO THE SERVICE.

Many of the calls for rural free delivery seem to arise from lack of knowledge of the scope and application of the system. The possibility of the daily delivery of mail at the doors of citizens more or less distant from post-offices has stimulated a demand for such facilities in the suburbs of cities in which urban free delivery is in force, in villages not entitled to free delivery under the law, in mining camps where distribution of the mail on the mountain sides and among the canyons would be of great convenience, and in rural communities which do not fall under the rules of the Department and where successful and economical establishment of rural free-delivery routes would not at present be practicable. It does not seem to be generally understood in the territory which has been assigned to me that the appropriations for this class of the postal service are extremely limited, amounting to less than $1,000 annually for each Congressional district in the United States, and that the system is as yet designated in the "experimental" stage. The routes already established have proved so successful and so popular that they are their own advertisement, not only in the vicinage, but throughout the State where they are located.

Those who have witnessed the operation of rural free delivery or who have learned of it through friends or through the press, anxious for its establishment, quite naturally press upon their Congressmen claims which will not stand the touchstone of inspection or bear the test of the rules laid down by the Department. Singularly enough, the press seems not to have been thoroughly informed of the requirements, though, as I have found everywhere, more than willing to print information afforded and eager to disseminate facts regarding the system.

WHERE OPPOSITION COMES FROM.

Opposition to rural free delivery in this section comes from three sources only. These are the incumbents of fourth-class post-offices whose tenancy is menaced by the proposed establishment of routes, subcontractors on star routes threatened with the loss of a job, and saloon keepers in country towns who protest that mail delivery at the farmhouse doors interferes with their trade in keeping the farmer more at home. The better class of tradesmen, however, discover that the patronage of the farmers is not decreased by the daily delivery of mail, and that their customers purchase quite as much during possibly less frequent visits.

Where the routes have been longest established it has been proved that the facilities of rural free delivery tend to increase settlement along the routes; that farms and houses formerly tenantless find tenants and occupants, and that land values increase where the daily papers can be delivered and the town brought every day in close connection with the country. It is the universal testimony of postmasters at the starting points of rural free delivery that the increased mail facilities are invariably followed by an increased use of the mails. Thus the tendency is steadily toward making the routes self-supporting.

REQUIREMENTS BEFORE ESTABLISHING.

With the increasing calls for the establishment of rural free-delivery routes under a most limited appropriation it seems imperative that such establishment should in every case be preceded by petition of those desiring the service, and that the Department should, in each instance, be put in possession of information respecting the section to be served, the number of patrons willing to comply with the requirements, the character of the roads, and the length of the line. In all cases a map of the route should go forward with the petition. It is too often a useless waste of time and expense on the part of a special agent where, upon a bare request to establish free delivery in a designated section, he finds himself called upon to look up a practicable route or is forced, after much work, to decide that none of the conditions favorable to the establishment of a successful rural free delivery obtain.

NECESSITY OF SUPERVISION.

The success of rural free delivery is largely dependent upon the daily supervision of the carriers by the postmasters at points from which the routes start. The best-maintained and most satisfactory routes are those where the postmaster responsible takes the greatest interest in the system and works for its success. He will naturally be the recipient of the suggestions as well as of the complaints of the patrons of routes of which his office is the initial point, and has it in his power to most materially assist in furthering the interests of those who benefit by the establishment of rural free delivery.

The postmaster at San Jose, Cal., knows every foot of roads and every patron upon the routes centering in his office. Before becoming postmaster, and while a member of the board of trade, he practically laid out with inspectors, or assisted in laying out, the initial routes in Santa Clara County. He rides over them and jerks up the carriers for every delinquency. He knows where every letter box is located and how much mail it gets, and exercises a steady influence in helping to maintain the service up to the high standard which obtains on every route running out of San Jose. Major Hawley deserves and should receive the special thanks of the Department for unremitting work to make rural free delivery what it is in the Santa Clara Valley. He has been of the greatest possible service to me while here, giving lavishly of his time in helping to make my inspections thorough and instructive.

SECURITY OF MAIL BOXES.

The question of a simple, durable, and inexpensive mail box for patrons of routes is a pressing one. Many persons along routes decline to post letters in unlocked boxes, especially at cross roads. It is manifestly impossible for carriers to carry around with them a large bunch of keys to fit individual letter boxes along the route. The invention of a box with one compartment for collection, and to which the carriers alone have a key, and with another for delivery, the key or keys to which are in possession of owners, would greatly increase the security of the mails and facilitate the extension of the service. Up to the present time most of the boxes used are of wood, varying in size and shape from a dog house to a section of a pigeon cote.

The time, in my judgment, has arrived when none but lock boxes of some character should be permitted. Where the option is given to the householder to put out what kind of an apology for a box he pleases, the character of the boxes in the main must be and remain inferior. It is easier to enforce a rule at the outset than to change it, so to speak, en route.

For instance, in the last two routes established in southern California carriers were instructed, prior to their first trip, to canvass the routes and to insist upon durable lock boxes. Result: On the "Hillsdale" and "Edensvale" routes iron lock boxes are used, with only one exception. For boxes they are doubtless the banner routes in the United States, and the carriers say that it was easy.

On the other hand, very great difficulty has been experienced in forcing patrons of older routes from San Jose, Campbell, and Los Gatos to change from wooden shells to "secure and sufficient" boxes. Who is to decide what is a "secure and sufficient" box? If left to me, I should answer: "One that gives reasonable protection against possible depredations and obviates charges against the carrier that the mail was never delivered." Iron lock boxes can be procured for prices varying from $1.50 for the Corbin box to $3 for the Bates-Hawley signal box—in my judgment the ideal rural free-delivery box. For a box in a post-office patrons pay 75 cents per quarter and deposit for their key. They can own one for the same price on a rural route.

ACCESSIBILITY OF BOXES.

It is of very great importance for the efficiency of the service that the delivery boxes should be easily accessible to the carrier. Most of the routes as now laid out tax all the time at the carrier's disposal. The attempt is always made to so map out a route that the morning mail is delivered from the last incoming train and the mail collected goes out on the same day. In Santa Clara County, Cal., with its almost perfect roads and equable climate, the carriers make 27, 30, and 35 miles in four and five hours. But they use up horseflesh in doing it, to reach the afternoon outgoing mails. They tell me that a minute to a box is all they ought to give, and that where they have to leave their carts and hunt boxes on gateposts or concealed in hedges, it makes it very difficult to give the service the careful attention demanded. Where there is no mail to be delivered, the tendency is to pass boxes by when no signal is displayed showing mail to be collected.

Boxes should be placed on a post 4 by 4 inches in dimensions, by the roadside, where the carriers can reach them without losing time.

SUBSTITUTE CARRIERS.

It seems impossible to secure or to retain substitute carriers for routes. The explanation is simple. There is nothing in the job. There is little enough in that of regular carrier; there is less in that of the substitute whose principal does his work. Young men decline to be bonded to perform undetermined work and to hold themselves in readiness to answer daily calls which never come. If they try it, they at once resign when any other kind of a job offers. I have found it best, wherever possible, to bond father and son as regular and substitute carriers. There is invariably a division of labor which suits both, and the substitute is always on hand. Two brothers on the same farm accomplish the same result.

FEMALE POSTMASTERS.

Wherever it can be avoided, rural free delivery should not start from an office over which a female postmaster presides. There is always laxity in supervision and disinclination to report delinquencies. Often sons, brothers, or cousins act as carriers, and they are invariably shielded. Family considerations take precedence of the public interest.

SUGGESTED INCREASE OF PAY.

As routes increase in size and importance it will be found more and more difficult to secure capable and faithful carriers for the compensation allowed. The increase from $300 to $400 a year, including horse hire, permitted by an enlarged appropriation for the present fiscal year, is admitted to be a step in the right direction. More liberal recognition by the Congress of the claims and standing of rural free delivery ought to be followed by a material increase in carriers' salaries. All the carriers are bonded employees of the Government. Performing practically every duty demanded of letter carriers in cities and towns where urban free delivery obtains, they receive half the pay and are under equal responsibility.

UNIFORM FOR CARRIERS.

It is suggested that a distinctive uniform for carriers on the rural free-delivery service would increase their standing and possibly their efficiency. It would mark them as Government employees and secure them a status which they sometimes do not have outside of their routes, while the effect upon themselves in the performance of their duties would not be lacking in benefit. On some routes in the country patrons have clubbed together to purchase for carriers a uniform similar to that worn by letter carriers in cities and towns.

GENERAL APPROVAL OF THE SERVICE.

In conclusion it can be said that there has not been a rural free-delivery route established in my territory which those who enjoy its benefits would willingly dispense with. On the contrary, it seems to be the universal expression of opinion that if this service should be dispensed with for any reason, the farmers and fruit growers and viticulturists would under such necessity continue it by private subscriptions. No route has been established in the area reported on which has not fully warranted its location and which has not daily grown in popularity and in importance. Rural free delivery on the coast has more than met the most sanguine expectations of its friends and more than confounded the dismal auguries of its opponents.

WM. E. ANNIN, *Special Agent.*

Special Agent S. B. RATHBONE, Jr.

CHILLICOTHE, MO., *August 29, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

I was appointed a special agent July 1, 1898. Since that time I have been assigned to duties in the States of California, Washington, Missouri, Nebraska, Indiana, New York, Connecticut, Massachusetts, and Maine.

PUBLIC OPINION.

My experience has been, with a very few exceptions, that the people served are not only satisfied with rural free delivery, but are enthusiastic and loud in its praise. I have inspected routes where the boxes were insecure and the patrons were not

inclined to erect better ones, and when I would threaten them with discontinuance they would tell me that if the Government would not pay the carrier they would pay him themselves.

DIFFICULTIES.

I find that fourth-class post-offices and contractors and subcontractors for star routes are the chief enemies that rural free delivery has. It is due to the fact that postmasters of fourth-class post-offices who run a country store in connection with the post-office are under the impression that if their post-offices are discontinued this will decrease their country-store business. When these fourth class post-offices are discontinued the action brings down upon the Department petitions and protests, which, when investigated, often prove to have been secured upon misrepresentations. I have interviewed several people who have attached their names to a petition protesting against the discontinuance of a fourth-class post-office and they say they were informed that their signing this petition would in no way interfere with their rural free delivery. I also find that the interest manifested by the postmasters at the points from which these routes are started has a great deal to do with their success. Where the postmasters and carriers are interested good mail boxes and service exist.

S. B. RATHBONE, Jr., *Special Agent.*

Special Agent W. F. CONGER.

CLINTON, IOWA, *August 26, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

I have found the people eager for rural free delivery of mail wherever they have come to understand its advantages and benefits. But, strange to say, in the district assigned to me a majority of the people seem to know little or nothing about rural free delivery or the attempt on the part of the Government to establish and test it. I might say, further, that few postmasters have given it serious attention or realize its advantages to the people, or the just claims of the rural population to a fair share of the benefits of our postal system.

COMPARATIVE VALUE.

I do not desire to speak in disparagement of free city delivery, but aside from a business delivery in cities the claims are, to my mind, much stronger in favor of rural free delivery than in favor of residence delivery in cities.

The residents of the average free-delivery city are within a short distance of the post-office or some of its substations, and have the additional advantage of sidewalks and street cars by which to conveniently reach it in any and all kinds of weather.

Farmers are miles from the post-office and often prevented, through the busy producing season or by reason of bad weather and bad roads, from getting their mail for many days or weeks at a time.

Again, farmers, being producers of food supplies, need the daily market reports, which are of small advantage to the residents of a city.

Why eight hundred or a thousand people living within a mile of a post-office in a city, with sidewalks and street cars at their service, should have their mail delivered by a carrier costing the Government $800 to $1,000 per year, and an equal number of farmers living from 5 to 10 miles from a post-office should not be served by a $400 carrier, I am at a loss to understand. The stronger claim of the farming community to daily delivery of mail is becoming better understood each year, and whenever and wherever a rural route is established the advantages become at once so apparent to those served that the justice of the claims of rural delivery is at once admitted.

OBJECTIONS URGED.

One of the most frequent and apparently most formidable objections urged against it is that since all can not have it none should. I try to answer this objection by saying that in the very nature and constitution of society there can not be an absolutely equitable distribution of public advantages. Comparatively few communities can have the advantages of fast mail trains, but no fair-minded or intelligent man upon reflection would want to suspend the fast mail service on that account. There are few cities and towns favored with free carrier service, but because all incorporated towns can not have free delivery is no good reason why cities where it is a business

necessity should be deprived of it. All communities do not have banks, colleges, railroads, or telegraph lines, but no one would be so unfair as to wish to deprive the world of these great commercial and educational advantages because all can not be equally served by them. Others urge the great cost of the service and the inability of the Government to maintain it. This would suggest the inquiry as to the best and wisest use to be made of public revenues and whether or not the application of it in free rural delivery of mail would not be a much more just and proper use than many ways in which it is now freely and lavishly expended. In my judgment, one-half the millions annually given to rivers and harbors could be much better employed in a practical service to the people by means of rural free delivery of mail. Should a service of prime advantage and general benefit to the great farming population be postponed or denied when millions of dollars are being annually appropriated for less beneficent and less useful ends? Can the Government afford to withhold so valuable an agency from the people? To my mind it is not so much a question whether the Government can afford to give the people rural free delivery as whether it can afford to withhold from them a service of such inestimable benefit.

SOME ADVANTAGES.

Every community served by rural delivery feels itself set a long distance forward in the scale of civilization and brought into closer touch with the life and progress of the world. The monotony and isolation of farm life are greatly relieved and the discontent so noticeably on the increase with the farmer youths of the country is allayed. It is not only a business advantage, but a social benefit of even greater value than any commercial consideration.

INCREASE OF MAIL.

As to your inquiry in regard to increased use of the mails by reason of the rural service, the universal testimony as shown by the records of the various routes is that letter correspondence is greatly stimulated, and on every route scores of daily papers are now taken where there was none before the service was established. On one route I find 47 daily papers are now being taken, and the number is constantly increasing, where not one of them took a daily paper before the route was established.

BETTER ROADS.

In the southeastern portion of my district, where there are some twenty or more rural routes, the postmasters have joined hands with county boards of supervisors to hold a great good roads convention at Burlington, Des Moines County, Iowa, in October of this year. I might further say that the postmasters at Burlington and Mount Pleasant, where we have rural mail routes established, are officers of good roads organizations in their counties (Des Moines and Henry counties, respectively), and are doing all in their power to aid in the making of better roads.

INCREASED VALUE OF LAND.

In the inspection of the routes which I have personally traversed with the mail carriers I find a universal satisfaction with the service and have met with frequent expressions such as these:

"I would not have the route changed so as not to pass my farm for $500."

Another patron said to me, "I consider my land worth $5 per acre more since the establishment of our rural free-delivery route."

Such statements as these are very frequent and too numerous to mention, and are made to me by patrons of nearly every route over which I have traveled.

PERSONAL WORK.

I became actively engaged in the service May 3, 1899. On May 12 I was assigned to work in the State of Iowa, since which date I have investigated fourteen proposed routes and recommended their establishment. I have personally gone over and inspected seven routes in this district. Wherever I have inspected routes I find a universal sentiment in favor of the service. Indeed, the people along these routes express the gravest alarm lest the service be taken away from them. Their appeal for its continuance is the index of its appreciation by and value to them. I do not find the people critical about the method of conducting the service. They are satisfied with it as it is and ready at all times to demonstrate their fidelity to it.

W. F. CONGER, *Special Agent.*

Special Agent ALFRED HAMMER.

INDIANAPOLIS, IND., *August 30, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

I was sworn into the service of the Post-Office Department as a special agent of rural free delivery on the 19th day of July, 1899, with orders to report to the special agent in charge at Indianapolis, Ind.

A MODEL SERVICE.

After preliminary service at Hartsville, Rushville, and Bridgeport, Ind., I was instructed to inspect the five rural free-delivery routes leading out of Crawfordsville, Ind.

These routes are in my humble opinion the best equipped and most enthusiastically maintained routes that have come to my notice. Mr. Bonnell, the postmaster, has a separate apartment for his rural mail carriers, in which each has his shelves and compartments to enable him to assort his mail conveniently, and the postmaster also sees that their accounts are correctly kept and aids them to be expeditious and correct in their work. He also takes an interest in their suggestions in regard to the condition of the roads on their respective routes and notifies such authorities as are responsible to improve them, and if patrons are negligent as to the proper kind or poor condition of their mail boxes he notifies them, which notification generally receives more prompt attention than if it came from the carrier. It is noticeable that since the inspection the roads along the route are being improved in several places, and some of the old boxes made of wood have been replaced by new ones made of iron, with the letters "U. S. Mail" painted upon them; also the name of the owner of the box.

I herewith send a photographic view of the carriers, with their outfit, at Crawfordsville, Ind., taken just before starting on their routes.

ILLINOIS INSPECTIONS.

I was then detailed to make inspections in the State of Illinois. At Princeville I found everything in a satisfactory condition, except that the roads are not gravel roads as they are in Indiana, and sometimes the carrier goes on horseback to deliver the mail in the winter months; at Dunlap I found the route to be in a satisfactory condition with the exception of the roads. Thence I proceeded to Dixon, arriving there just in time to accompany the carrier on his route, which was found to be in a satisfactory condition, and as the postmaster expressed himself, "He thought it was the greatest route in the country," as they delivered and collected between 7,000 and 8,000 pieces every month since the route has been established.

I then inspected the two routes at Victoria, which were also found to be improving since first established.

At Magnolia both routes are in very hilly country and the roads are almost impassable in the winter months, but the carriers have never missed a day in their deliveries, although they have used a substitute frequently.

ALFRED HAMMER, *Special Agent.*

Special Agent HENRY CASSON.

MADISON, WIS., *September 1, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

Since entering upon the service of the Department, May 10, 1899, I have examined and recommended the establishment of the rural free-delivery service at the following places: West Salem, La Crosse County, Wis., one route; Viroqua, Vernon County, Wis., three routes; Marshall, Dane County, Wis., three routes; Columbus, Columbia County, Wis., one route; Sparta, Monroe County, Wis., one route; Norwalk, Monroe County, Wis., one route; Tomah, Monroe County, Wis., one route; Mauston, Juneau County, Wis., one route; Lansing, Ingham County, Mich., one route; Grassville, Jackson County, Mich., one route; Ypsilanti, Washtenaw County, Mich., three routes; Fort Atkinson, Jefferson County, Wis., one route.

I have also inspected the rural marine service at Detroit, Mich., and two rural free delivery routes at South Haven, Van Buren County, Mich.

GENERAL INTEREST IN THE SERVICE.

The farmers of Michigan and Wisconsin are thoroughly interested in this question of rural free delivery. At Saline, Washtenaw County, Mich., it was expected that the special agent would visit that locality when examining the proposed routes at Ypsilanti. Farmers had procured banners on which were printed in large letters "We want rural free delivery." These were fastened on barns, houses, and outbuildings over the whole district of the route proposed to be established. As no instructions had been received from the Department to examine this route, I did not view it, but mention this instance as showing the interest taken by these people.

In the dairying section of Wisconsin, which is especially adapted for this service, the rural people are deeply interested, as the service can supply a very large number living off the line of the routes.

WHERE OPPOSITION COMES FROM.

The only obstacle the special agent meets, so far as relates to my personal experience, is the opposition of the merchants who run a country store and have a fourth-class post-office as a medium of drawing trade. These postmasters work upon their patrons to sign remonstrances, and also upon their Representative in Congress to use his influence to prevent the establishment of this service. So far as my own experience is concerned, members of Congress have uniformly sustained the special agent, and are commending the Department for its efforts in establishing this service. Hon. Henry C Smith, Representative in Congress from the second district in Michigan, in a speech delivered in his district at a nonpolitical meeting this summer, made the declaration that if there was a surplus in the United States Treasury, he would spend it all in rural free delivery.

COOPERATION OF CONGRESSMEN.

I have had in my brief service the heartiest cooperation from every Representative in Congress whose district I have visited, in many instances the member of Congress going with me to view each route. This was notably the case with Representative John J. Esch, of Wisconsin, who has personally examined the half dozen routes in his district.

DETROIT RURAL MARINE SERVICE.

An inspection of the rural marine service at Detroit reveals the facts, from interviews with business men, that the service is of the highest character, and that under no considerations would they be willing to have it discontinued. This is practically a summer service, continuing eight months in the year—four months of this a daily service and four a semidaily service. I interviewed a number of leading business men, who have their summer homes on the river St. Clair, and find that they consider this service as almost indispensable. One prominent business man, Mr. Sigmund Rothschild, one of the largest importers in this country, said to me: "I do business in Detroit, New York, Philadelphia, Havana, Cuba, and Amsterdam, Holland. This service is so complete that I can go to my summer home and be in touch with the outside world so thoroughly that I have no worry or uneasiness. Telegrams are brought to me by the afternoon boat. I have an arrangement with the Western Union which permits me to mail telegrams on the evening boat returning to Detroit, and am in connection with all of my houses by the time business opens in the morning. Last year we considered this service perfect; this year it is ideal. The carriers are obliging and accommodating, and I can see no improvement that can be made. The large number of wealthy people who have their summer homes on Lake St. Clair feel a great debt of gratitude to Representative Corliss and Postmaster Dickerson for having prevailed upon the Department to establish this splendid service."

I also found the people at South Haven very much pleased with their two rural routes. There is a large influx of summer visitors at this place, and the amount of mail handled by the carriers is simply enormous. All spoke in the highest terms of the service and of the obliging character of the carriers. The permanent resident population are very strongly in favor of the extension of the service at this point.

In conclusion, permit me to say that the service is popular with people of all classes and conditions. Those who are not receiving it are anxious to have its benefits. Those who are receiving it would be very unwilling to lose it.

HENRY CASSON, *Special Agent.*

Special Agent THOMAS HOWARD.

ST. PAUL, MINN., *September 1, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

My appointment dates from the 1st day of May, 1899. I have been assigned to the States of Minnesota, Washington, Nebraska, Colorado, and Wyoming.

ESTABLISHMENT OF ROUTES.

The practical result of a careful study of the situation in Minnesota was a recommendation for the establishment of routes at the following places: Four at Cottage Grove, two at Red Wing, Goodhue County; one at Lynd, Lyon County; one at Rochester, Olmsted County; one at Waseca, Waseca County, and one at Austin, Mower County. I have also inspected and rearranged the four routes at Farmington, Dakota County, with the view of accommodating a much larger number of persons without disturbing those now enjoying the benefits of the service.

DEMAND FOR THE SERVICE.

There is not only a desire but a pronounced demand for the establishment of routes throughout the State of Minnesota, and the Department will undoubtedly be called upon within the next six months to authorize the laying out of routes at forty-five places, at least. I have talked with the people in general and with prominent citizens of nearly every county of Minnesota, and the unvarying opinion in every instance was that routes should be laid out as soon as possible in every available district in the State. A large majority of the persons consulted very decidedly stated that it would have proved a godsend to the farming communities of the West if the service had been inaugurated years ago, thereby serving as a means for doing away with the deadly monotony of farm life. It is a deplorable fact, and one easily demonstrable by a reference to the records of the insane asylums of this State, that the isolation resulting from the infrequency of communication between many farming communities and the outside world is one of the most notable causes of insanity, especially among women. Beyond a doubt many of the women living on farms in this State would have been saved from incarceration in the hospitals for the insane if the facilities for obtaining news and for the exchange of thought insured by the free-delivery service had been placed at their disposal earlier.

DEVELOPMENT OF FARMING INTERESTS.

The free-delivery service offers a solution of the very serious sociological and economic problem presented by the tendency of young men and women residing in farming districts to gravitate toward the cities.

Great numbers of young people whose enterprising spirit, if properly employed, would lead to the rapid development of the agricultural interests of the States in which they reside, annually flock to the cities in search of a more congenial environment. Insufficiently prepared, as they are in most cases, for the struggles arising from sharp competition, it is not surprising that scores of them succumb to the evils surrounding them. They are engulfed in the maelstrom of the city, their enthusiasm disappears, their fine energies are dissipated, and they are borne hither and thither like derelicts on the sea of metropolitan life, a burden to themselves and to society. The rural free-delivery service has a tendency to prevent such disasters. It provides a regular and rapid means of communication between the farming districts and the cities, renders news from the outside world easily obtainable, enables the sons of farmers to gratify their desire for knowledge of matters beyond the narrow confines of their everyday life, and helps to prevent their becoming dissatisfied with the pursuit of agriculture.

EFFECTS ON HABITS OF PEOPLE.

I have noticed a distinct improvement in the habits and general moral tone of communities supplied with the benefits of the service.

In one town visited by me, for example, a pronounced tendency to indulge in intoxicants was displayed by the people residing in the vicinity on the occasion of their coming to town. After the establishment of the free-delivery service at that particular place, more than a year ago, there was a marked improvement in this regard. Farmers, who apparently regarded their arrival in town not only as an opportunity to secure their mail, but also as a favorable chance to part with some of their hard-earned cash for intoxicating liquors, now receive their mail at their homes, and are therefore in position to save not only their time but their money.

INCREASED LETTER CORRESPONDENCE.

It is an unquestionable fact that the free-delivery service results directly in an increase of the letter correspondence of all the residents of the territory supplied. In the district contiguous to Farmington, Dakota County, where the service was inaugurated about two years ago, and which is supplied with four routes, the amount of mail handled has increased over 100 per cent. Even more favorable results could be achieved in other localities, for Farmington was not originally very well adapted for the service.

MORE NEWSPAPERS READ.

As it is one of the objects of the Department to further the cause of education in every reasonable manner through the establishment of the routes, and as the daily press is a recognized factor in the attainment of this object, it is gratifying to note the increased number of subscriptions to newspapers resulting from the establishment of the free-delivery routes. In this connection, I desire to call particular attention to Cottage Grove and Red Wing. The people residing in the district around the former place are, for the larger part, either of German birth or the descendants of New England families. They are an exceptionally intelligent class of people and ready to improve every opportunity to better their condition. It is a circumstance that speaks well for their intelligence and progressive spirit that they have, in advance of the opening of the routes, subscribed, to the number of about 225, for daily newspapers. The families residing on the routes centering in Red Wing are principally Swedish and Norwegian. In nearly every instance they own their own farms, are in good circumstances generally, and speak English. Nearly every one of these families has subscribed for a daily newspaper.

Until now, even the local papers from Red Wing did not reach them before the expiration of two days, and they frequently had to drive from 10 to 12 miles to get them.

HOW THE SERVICE AFFECTS SCHOOLS.

The impetus given to the cause of education by the more rapid dissemination of news in daily papers and letters as a necessary result of the operation of the free-delivery routes, leads to the founding of new schools in the very districts where they are most needed. The constant craving for more knowledge, created by reading accounts of happenings in the world at large, furnishes the motive for the erection of schools in country communities. The most ardent advocates of better school facilities are the young farmers who in their early youth missed the opportunity to secure a good general education and are now anxious to attend night classes and to see their younger brothers and sisters enjoy the advantages they themselves were not provided with. This renaissance, as it were, in districts where inadequate educational facilities are to be found, is due wholly to a realization of the possibilities of advancement revealed through the medium of the free-delivery service.

FINANCIAL BENEFITS TO AGRICULTURAL COMMUNITIES.

The free-delivery system is a direct benefit to agricultural communities having a diversity of interests. In the southern part of Minnesota, where the farmers devote considerable attention to the development of the dairies now enjoying a well-deserved reputation throughout the Northwest, as well as to stock raising, the accommodations furnished by the service are of extraordinary value. Newspapers, letters, circulars, etc., will, when routes are in active operation, arrive regularly every day, and the agriculturists can then keep themselves thoroughly well informed with regard to the varying market prices. They will thus be enabled to keep in close touch with the markets, sell their butter, cheese, and other commodities at the most favorable terms when prices are high, and avoid the expense of shipment and loss of time when the market is weak. It can readily be seen that the service in cases of this kind will be of incalculable benefit.

CONSTRUCTION OF BETTER ROADS.

The roads in southern Minnesota, where the oldest settlements of the State are located, and where the general topography of the country is favorable to the construction and maintenance of good thoroughfares, are in excellent condition. For this reason the laying out of routes in this part of the State is accompanied by but few, if any, of the difficulties that present themselves where poorly constructed roads are to be dealt with. The fact that the Department makes it a point to give the preference to districts traversed by good roads when considering the question of inaugurating the service, acts as an incentive to those communities where the roads are not of a superior kind. Districts anxious to secure the privileges incident to the service make it a point to charge the proper authorities with the improvement of badly built roads, and see to it that all new roads are constructed in the best manner possible.

INCREASED VALUATION OF LAND.

As far as I have been able to ascertain, it seems to be the consensus of opinion among farmers that an appreciable rise in the price of farm lands lying along free-delivery routes will follow the introduction of the service. A number of farmers living in different parts of the State have stated in my presence that they would, in case of purchasing additional land, undoubtedly buy that which is located on a free-delivery route. The advantages accruing from such a location, they state, would justify the expenditure of from $2 to $3 more per acre than would otherwise be offered for farm lands.

CHIEF SOURCES OF OPPOSITION.

In the territory comprising the field of my labors the chief opposition to the inauguration of the free-delivery system arises principally from four sources—namely, the fourth-class post-offices having country stores as adjuncts, certain general merchants, the star-route subcontractors, and the saloons. One need not seek very far to discover the cause of the antagonism on the part of the fourth-class post-offices. It is well known that the ultimate outcome of the service will prove to be the dispensing with a considerable number of the minor post-offices. The double object would thus be accomplished of furnishing large communities with improved mail facilities and a very considerable number of people with employment at an expense largely offset by the saving that would be effected by the abolishment of fourth-class post-offices and the discontinuance of star routes. The postmasters in question are naturally not pleased at the prospect, and they frequently endeavor to defeat the plans for the establishment of routes by securing and transmitting to Congressmen petitions and communications calculated to place the service in anything but a favorable light before the people.

The proprietors of a certain class of general-merchandise stores are frequently alarmed at the prospect of diminished sales by reason of the removal of the necessity of frequent trips on the part of people residing in the surrounding district to the town post-office.

The opposition from this source is, however, nearly always of a temporary nature. These merchants soon discover that the service is a benefit to them, as it is to their customers. The latter get an opportunity to read the newspaper advertisements and other notices concerning the business of the country merchants, learn daily of bargain sales and other inducements to trade, and are able to place orders by mail understandingly. The ultimate result is that the merchants find a new avenue of trade and profit open to them, and consequently become the friends of the service.

That the star-route subcontractors offer opposition to the introduction of the rural free-delivery system is of course to be expected. Deriving, as they do, their income chiefly from the star routes, they naturally combat any attempt to establish any competing routes which are destined to take the place of their own.

As a general conclusion, deduced from my examination of the situation preliminary to the establishment of the rural free-delivery service in the State of Minnesota, I desire to state explicitly at this time that the great preponderance of sentiment among the residents of the country districts in the State is decidedly in favor of rural free delivery. This condition of the public mind is the reason why I have encountered no difficulties that could not be overcome.

THOMAS HOWARD, *Special Agent.*

Special Agent E. H. HATHAWAY.

OTTUMWA, IOWA, *September 6, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

I was commissioned as special agent of rural free delivery on March 16 last.

SERVICE IN MISSOURI.

The first route laid out by me was at Lee's Summit, Jackson County, Mo. The conditions were good. The roads are very well macadamized; the population intelligent and well off. The people were very earnest in their desire for a route.

At Lexington, Lafayette County, I made an extension of the route. I rode over the most of this route in changing it, and noticed the poor quality of the mail boxes. The postmaster was along with me, and I remarked to him the apparent indifference and lack of appreciation on the part of the patrons. I asked him particularly to urge the erection of proper boxes at once. I succeeded in lengthening the route without depriving any former patrons of the service.

Having petitions from Higginsville, Lafayette County, I went there, and found the postmaster enthusiastic for the service and a situation so favorable that, later, I recommended abolishing two fourth-class post-offices and a star route, replacing them with a rural free-delivery route without a "kick." I have understood that this route is very well managed and quite successful.

At Nelson, Saline County, I laid out a route. The roads are not the best, so the route was made shorter than usual. The people are not as progressive as in other parts of the State. In my estimation, the permanence of the route here is somewhat doubtful.

Chillicothe, Livingston County, gave a combination of an enthusiastic postmaster, a thrifty, enterprising people, and good territory. The only drawback was the poor highways. The patrons agreed to have them repaired at once if I would recommend the route, which I did.

INVESTIGATING AN ORIGINAL SERVICE.

At Cairo, Randolph County, I was called upon to investigate various charges against the carriers. I found three routes, so called, which had been put in operation in October, 1896, before the rural free-delivery service was organized. The three carriers were expected to cover the entire township, which was divided into three sections. They did not visit the houses of patrons except when there was mail for them. In this case they went to their doors to deliver it. In one of the subdivisions there were no roads of any account, and the carrier rode on horseback through the forests and pastures, fording creeks and rivers, when he could. When this was not possible, he waited until the water went down. My investigation showed the entire system to be wrong. It tended to make a carrier his own master. When he felt indolent he cut his route as short as he wanted to. People might have letters to send out and be obliged to keep them for days; no carrier would visit their house unless mail arrived directed to them.

My report recommended the giving of a definite route to each carrier. This he was to travel each day, calling at every mail box. I also recommended that the three routes be consolidated, cutting out all territory through which there was no road, making it possible to cover the territory with two carriers. These recommendations were made with some misgiving. The people are slow and lack enterprise. They have been having a daily service of mail at their doors. The carrying out of changes as advised in my report would deprive them of a house-to-house mail delivery, and was, owing to some particular local circumstances, liable to cause antagonism to the new order and possible opposition. Should such be the case, my advice would be a prompt discontinuance of the routes and the expenditure of the money where there will be a full appreciation of its advantages.

SERVICE IN KANSAS.

Among numerous routes recommended or investigated in Kansas, I may specify the following:

I made two visits to Topeka, Shawnee County, Kans. Here I saw more real enthusiasm for the rural delivery service than had before come under my observation. A part of this was largely due to work previously done by Judge John Guthrie, postmaster, who, although over seventy years old, is as pushing and wide-awake as a youth. Both days of my arrival the post-office was filled with delegations from all parts of the Congressional district to assert their claims and desires, and during my stay each time it was hardly possible to do my routine work because of the many calls received from interested people.

The postmaster and leading promoters took me out southeast of the city and we decided to recommend a route for the locality. There was a spirited rivalry as to whether the route should start from Topeka post-office or from a little place east of there called Tecumseh. The postmaster of Watson brought me a remonstrance signed by people who originally asked for rural delivery who now requested me not to lay out a route within 2½ miles of their houses.

To effectually conclude the entire matter, I asked the answer of the patrons of the proposed route to the following questions: Do you want rural free delivery? Do you want the route to start from Topeka or from Tecumseh? Answer yes or no, and sign your name. The papers containing these questions were circulated in twenty-four hours to all heads of families not residing more than one-half mile from the proposed route and their declarations obtained. This work was done by promoters of the route, in their anxiety to obtain the service. There were only two objectors to rural delivery and only four persons wished it to start from Topeka, so I laid it out and recommended it to the Department on lines desired by the people, and it is successfully operating.

At Jewell, Jewell County, during the last weeks in June I located and recommended a route. The conditions are favorable and the promoters had done some very

persistent pushing to get action. Some important officials had discouraged them, but they persevered and were happy in obtaining the favorable recommendation.

SERVICE STARTED IN INDIANA.

Since July 1 last I have been working in the State of Indiana under the immediate direction of the special agent in charge of the western division.

The details of my service in that State have been reported to the Department from time to time. They have included the straightening up of complications between the star-route service and the rural service at Muncie, Delaware County, and the laying out of a route at Hartford City, Blackford County, and the reestablishment of the service at Hartsville, Bartholomew County. This last was one of the services established under the old régime by post-office inspectors, and was so costly and unsatisfactory in its workings and so little appreciated by the people living on the line of the badly selected route served that it was discontinued by your orders March 31, 1898. On the new line as laid out the service, which was reestablished on August 15, 1899, is not only appreciated by the people, but bids fair to become self-supporting. The patrons are putting up excellent uniform boxes, and this is a mark of tangible appreciation, in my judgment.

Other routes I have recommended in Indiana are at Tipton, Tipton County; Marion, Grant County; Rushville, Rush County, and Wingate, Montgomery County.

INSPECTIONS IN INDIANA.

Inspections have been made by me in Indiana since August 1 of routes in the following places:

Lafayette, Tippecanoe County (two routes).—Service in excellent condition, carefully watched over and developed by the postmaster, Mr. J. L. Caldwell; carriers very efficient; large majority of boxes uniform, of iron; names of owners painted on them; nearly all situated in convenient places; carriers have special-delivery wagons properly painted and lettered; carriers uniformed like ordinary city carriers and governed in all respects by postmaster under similar rules. The carriers feel an interest in building up the routes and increasing the patronage. This has increased more than 50 per cent since the routes went into operation. I noticed particularly the fact that each carrier has a "case" for working his mail and has an alphabetical list of his patrons, which is kept up to date.

Frankfort, Clinton County (one route).—Majority of boxes on route not suitable for the system, and I condemned them. Among them were pieces of sewer pipe, tin cans, etc. Many are inconveniently located for carriers to reach. The roads are pretty fair. A drawback to the route is the number of renters (transients) who do not care whether they have boxes or not.

Parker, Randolph County (one route).—Route in fair condition as regards mail boxes. More than 70 per cent are weatherproof and convenient, although not uniform in any respect. Carrier is good and efficient, postmaster doing all he can to help.

Daleville, Delaware County (one route).—Boxes mostly not suitable and were condemned; names of offending owners placed in hands of postmaster.

Eaton, Delaware County (one route).—Route very short. Laid out an extension adding 8 miles. Boxes very good. People along line enthusiastic in favor of delivery and willing to do all possible for its success.

New Richmond, Montgomery County (one route).—Boxes much better than the average, nearly 50 per cent uniform, of galvanized iron, and mostly conveniently located. Carrier very efficient and painstaking. Patrons enthusiastic.

Shadeland, Tippecanoe County (one route).—Carrier very efficient. Boxes about 50 per cent satisfactory; others bad. People enthusiastic in wanting service continued.

Hope, Bartholomew County (three routes).—Carriers are very good. Postmaster exceedingly in earnest. Boxes about 60 per cent galvanized iron, of uniform style.

The service was very prosperous on all the routes inspected, and the fair average increase of business is about 25 per cent during past six months. The summer season is not the reading season with rural communities. In winter they do their reading. The mails will quadruple this fall throughout the territory in Indiana.

REGISTRY FACILITIES.

One of the very important objections to doing away with fourth-class post-offices is the great distance patrons living several miles away from there have to go in order to register letters or packages. I have seen instances where, in place of a journey of 3 miles, they had to go 10, after a rural route had "spoiled the post office."

If rural carriers could be authorized to do this registry business, or some other method originated of having it done for patrons now journeying long distances for the purpose, it would be a great gain in favor of rural delivery.

I have seen notices in the press that this will come very soon, but have heard of no order from the Department.

SALARY OF CARRIERS.

The salary paid for rural mail carriers is not adequate compensation, when we consider that a rig and animals are furnished at the carrier's expense. Few of them have complained to me, but I realize there is hardship in the life. True, there are usually many applicants for the places. I am, however, of the opinion that sooner or later it will be found advisable to pay rural carriers enough salary so that they will be satisfied to do little or nothing "on the side" to help sustain themselves. An objection to their doing outside work when making the round is the fact that they are sometimes unable to be punctual with mail. Another is that in serving the public by carrying parcels and delivering them they are frequently uncertain whether the postal laws are not being infringed on. There are points in "outside service" as now made where carriers are by force competing with the mail service, and I question very much whether it is possible for a carrier to successfully and honestly serve his "two masters" under the circumstances. As a rule the carriers do not make $100 per year with all their outside commissions. Most of them would be glad to receive $500 per year salary and forego the right to do business for themselves while on duty as carriers.

CONDITIONS IN MISSOURI, KANSAS, AND INDIANA.

Missouri.—The people in Missouri, in some parts of the State, are anxious to enjoy the benefits of free delivery. In other portions of the State some persons want it and some do not care. Many people enjoy getting something for nothing. They say they appreciate rural free delivery, and it is evident they do. They are glad to receive their mail when it is passed to them, but it is quite different, they think, to be asked to place a good weather proof mail box along the roadside in a convenient position and to grade and gravel the road. Appreciation of rural free delivery does not always penetrate deep enough to cause them to expend the necessary energy and money for this. This kind of apathy is quite common, not only regarding mail boxes, but the highways also. These are very poor in summer and most of them impassable in spring. I do not say that all the roads in Missouri are bad, but fifty out of one hundred of them in the country, have small semblance of grading or gravel. Rural delivery without good roads is an impossibility.

Kansas.—Here the people are enthusiastic and outspoken for rural mail service, but this desire has not shown them the necessity of grading and repairing the roads as they will need to to make the service practicable. Still there is great hope for Kansas, for her people have indomitable energy, backed up by intense enthusiasm whenever they undertake any enterprise, and if the fit takes them and becomes a fad, as I expect it is likely to, then the State of Indiana, in which the service is far more advanced than in any other of these United States, will be obliged to move up at a rapid rate to hold its lead.

Indiana.—In this State we have the advantage of an enthusiastic patronage, a full knowledge of the advantages to be gained from free delivery of mails in the rural districts, a country level in the main, traversed by excellent roads, thickly populated communities of intelligent and enterprising people, and a willingness to do all that is required by the Government to so fit up the routes with boxes and all that is necessary that it is difficult to refuse the service to any and all communities asking for it. As an illustration, I may mention that in Boone County I met three of the leading farmers and patrons of rural free delivery hard at work on the road hauling gravel. On inquiry I learned that they had been laboring with the county supervisors, and had finally obtained an appropriation for the proper surveying of this piece of bad dirt road and its grading and graveling, at a cost of $2,680. And the motive which led to this action was the desire to give the Government no valid excuse for doing away with their rural delivery route. They live 9 miles from the post-office. The piece of road they were working on will be finished by December next. It seems to me that the above is a tangible example of the power of rural delivery as an agent for the improvement of the roads of the country. The above is only one of many similar incidents which have come under my observation.

For nearly two months I have been inspecting routes in the State of Indiana, and have found by careful observation that more than 200 miles of road in the country districts have been graded and graveled by patrons of the system, or through their efforts, in an endeavor to have daily delivery of mails to farmers made a permanent thing.

12,000 MILES TO GET HIS MAIL.

A farmer on the Lees Summit, Mo., route, expressed his appreciation when I told him the service would be recommended there, and said he had, a few nights previous, made a calculation and found that he had in the past fifteen years, going back and forth daily to the post-office, traveled more than 12,000 miles.

E. H. HATHAWAY, *Special Agent.*

Special Agent GEORGE OLSON.

TAYLOR, WIS., *September 9, 1899.*

Hon. PERRY S. HEATH,
First Assistant Postmaster-General:

From the time of my appointment up to the 20th day of Ju y I spent in the State of Indiana, part of the time inspecting already existing routes and the balance of the time I spent in establishing the new route from Nora, Marion County, in the said State. From that time until August 24, I worked in the State of Wisconsin, at Alma Center, Jackson County; Osseo, Trempealeau County, and at Marshall, Dane County.

The last part of August and first part of September found me in North and South Dakota; at Dell Rapids and Ellis, Minnehaha County, S. Dak., in Wahpeton, Richland County, at Mayville, Traill County, and St. Thomas, Pembina County, N. Dak.

Most of the time during my stay in those States I inspected already established rural routes and investigated one proposed route from Dell Rapids, Minnehaha County.

Where routes have been in operation for some time I find that the people are more than pleased with the innovation and would not have the service discontinued for anything. It brings the people in the rural district more in touch with the rest of the world, facilitates the business, encourages correspondence, and increases the bulk of the mail. Where the great dailies were never seen before they are read in almost every house where the rural free delivery has been in operation for some length of time. It is needless to say that this has an elevating and educating effect on the people.

I find that in such districts the people are more intelligent, better posted on current events, and more up to date in every particular than those who live in districts where there is no rural free delivery.

The eastern part of my territory in North and South Dakota is thickly populated, and ought to have rural free delivery everywhere, as the people, as a rule, are very intelligent and capable of appreciating it.

I would also recommend the establishment of a few routes in the central parts of the two Dakotas and along their boundaries.

GEO. OLSON, *Special Agent.*

INSTRUCTIONS TO SPECIAL AGENTS.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., September 18, 1899.

To Special Agents of the Rural Free Delivery Service:

The following instructions are issued for your information and guidance:

I. When you receive an assignment for the investigation of a locality asking for the establishment of rural free delivery, and no preliminary map or survey of the proposed route is found with the papers, and you can not at once proceed to make the investigation, you will then write to the postmaster of the distributing office, requesting him to have the petitioners for the service furnish you with a map or survey of the country proposed to be covered by the free-delivery service. This preliminary map is, however, to serve only as the basis for your examination and report, and the routes suggested will not be binding upon you, but will be subject to your approval, disapproval, or change after you have inspected the locality.

II. Your first proceeding, when examining into a proposed rural route, should be to drive over the country proposed to be covered, carefully noting the number of dwelling houses, the character of the roads, the evidences of an intelligent population, and the petitioners' probable use of mail facilities. You will then be in a position to form an intelligent independent opinion whether the service, if established, is likely to show good results. Under ordinary circumstances no route ought to be recommended upon which less than one hundred families will be served within one-half mile of the route. No route, where the roads are good and the country is level, ought to be less than 25 miles in length. Rural free delivery, as a rule, should not be recommended where the roads are bad. A preliminary requirement should be made that mud roads be graveled or macadamized before any recommendation for the establishment of rural free delivery can be made.

III. The map accompanying your report should represent every road, stream, and house. Of course villages can not be put down in detail, but their location should be indicated. Also post-offices within 2 miles of the route should be noted. All quasi public buildings, such as schoolhouses, churches, factories, railroad stations, etc., should be set down. As an example of the kind of map required take the annexed map of a service recently established from Duquoin, Ill.

References



Orphans' Home

School House

Saw Mill

Cemetery

House

Brick Yard

Post Office

Mail Box

Roads

Mail Route

City Limits

Rail Roads

Section Lines

Direction of travel for Re

Indicate, when possible, the route in red lines, if only one route; if two or more, mark each route in a different color; the roads in double black lines; the section line in one heavy black line; streams in blue; the houses in black squares; schoolhouses and churches and other public buildings in such an apt way as may readily show where they are located. Also, when possible, number the sections of the territory. On the margin of the map give an explanation of it, viz: Route, roads, sections, lines, streams, railroads, schoolhouses, churches, factories, public buildings, etc., and the characters to indicate same. Also indorse what the map represents, viz: Map of rural route, No. 1 or 2, etc.; town, ———; county, ———; State, ———.

IV. Write a description of each route as definitely almost as the description found in conveyance of real estate, after a form something like the following:

DESCRIPTION OF RURAL ROUTE NO. 1.

Town, ———; county, ———; State, ———. Beginning at the post-office in the said town of ———, county of ———, State of ———; thence south to the city or town limits; thence —— miles to change of direction; thence so far to next change, or to the corner of quarter section No. ——, etc. (if the township is laid out in sections; if not, indicate by landmark), to the termination of route at distributing office. Then say total length of route, —— miles; estimated population to be served, ———.

V. The rural carrier must have a specific starting point, receiving his mail and instructions from one certain designated postmaster, who will sign and transmit to the Department the orders for the pay of the carriers.

There can be no objection to the rural carrier receiving letters, properly stamped, for delivery at one or more of the post-offices on his route. Such an arrangement will be necessary until all the residents along the route can change their respective post-office addresses to the office from which the rural carrier takes his start. By a ruling of the Third Assistant Postmaster-General letters delivered by rural carriers on the lines of their routes are held to be subject to drop-letter rates of postage—that is to say, 1 cent.

VI. If, after investigation, you decide to recommend the service, you will select a carrier and substitute for each route, after a careful investigation of the qualifications of the applicant, and upon proper recommendation, personally instructing each carrier in his duties and seeing that he is properly bonded before you leave.

Special agents should, in all cases, bear in mind that rural free delivery is not intended to supplement city free delivery by giving a suburban service to residents within 2 or 3 miles of a free-delivery office. Also, that while numerous communities far removed from mail accommodation are clamoring for rural service once a day, or even, in some instances, where the farms are far apart, once each alternate day, and their wishes can not be complied with under the present appropriation, it is not the policy of the Department to authorize two deliveries a day except under extraordinary conditions.

Special agents are not authorized to make independent investigations at the request of individuals. All examinations must be made upon "cases" regularly docketed and referred through the special agents in charge. The function of a special agent ceases when he has made his recommendations and supplied the necessary data for action.

Postmasters should be instructed that they are not authorized to start a rural free-delivery service without explicit written directions from the Department, naming the date of commencement and prescribing the routes to be followed.

Postmasters should also be advised that the rural carriers are under the general direction of the postmaster from whose office the rural delivery starts, and that it is the duty of the postmaster to report to the Department any dereliction of duty on their part.

It is desired that especial care should be taken by special agents, postmasters, and the rural carriers under their direction that the boxes put up by the patrons of the delivery shall be of such a character as to be secure, not only from the weather but from mischievous or malicious depredation. The United States mail should not be deposited in any but an appropriate receptacle properly labeled and protected.

VII. The pay of rural letter carriers will be at the rate of $400 per annum, which includes horse hire. Actual toll and ferriage will also be allowed. The carrier will be paid monthly by Treasury warrant upon statement of his account made on blanks furnished to the distributing office and certified to by the postmaster. Blanks for carriers' daily and monthly reports will be supplied by the Department to each carrier, as well as a copy of printed instructions as to his duties. The carrier will also be furnished by the Post-Office Department with a blank book, in which he is required to write the names of all the persons who are patrons of the service on his route.

When service is rendered during the absence or disability of the regular carrier by a substitute carrier, the voucher must be rendered in the name of the regu-

lar carrier, who must pay his substitute his pro rata as arranged for by mutual agreement.

It should be impressed upon rural carriers that the permission given them to carry parcels, etc., applies only to parcels not suitable for mailing, and does not authorize them to undertake the distribution of circulars or other matter which would otherwise pass through the United States mails. Newspapers carried by them for distribution along their routes are subject to the pound rate of postage as second-class mail matter.

VIII. You will, as soon as possible, make report of your recommendation to the special agent in charge of the division, by properly filling out all the blanks provided, by a written specific description of the route or routes, and by a map showing distinctly the boundaries of each route, as nearly as possible conforming to the specimen map herein given.

A. W. MACHEN,
Superintendent Free Delivery.

Approved September 18, 1899.
PERRY S. HEATH,
First Assistant Postmaster-General.

ESTIMATES AND RECOMMENDATIONS.

For facility of reference I have prepared a synopsis of the estimates of my Bureau for the fiscal year, and of the recommendations for legislation, which will be found printed on the page immediately following the title page.

Respectfully submitted.

PERRY S. HEATH,
First Assistant Postmaster-General.

Hon. CH. EMORY SMITH,
Postmaster-General.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL

TO THE

POSTMASTER-GENERAL

FOR

1899.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 3, 1899.

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1899:

MAIL SERVICE IN GENERAL.

The mail service in operation on June 30, 1899, was as follows:

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		Miles.	
Star routes	22,482	269,452.47	$5,114,943.83 1/2
Special office routes	1,398	11,092.80	28,141.42
Steamboat routes	178	31,169.24	550,454.51
Railroad routes	2,617	176,726.95	31,942,150.88
Railway post-office car routes	238	43,178.33	4,175,724.86
Railway post-office clerks	8,388		8,610,732.00
Mail-messenger routes	7,134	5,056.94	901,566.97
Wagon routes (in cities)	222	1,523.58	733,921.05
Electric and cable routes	267	1,926.88	275,448.73
Pneumatic-tube routes	5	8.05	222,266.00
Necessary and special facilities on trunk lines			195,722.50
Mail equipments			325,341.16
Total inland service			53,076,413.91 1/2
Foreign mail service:			
Aggregate cost		$1,895,072.10	
Less for intermediary service to foreign countries		251,954.15	1,643,117.95
Total			54,719,531.86 1/2

Summary of all classes of domestic mail service in operation June 30, 1899.

Number of routes	34,298
Length of routes miles..	496,948.86
Annual rate of expenditure	$53,076,413.91 1/2
Number of miles traveled per annum	445,744,845.20
Rate of cost per mile of length	$106.80
Rate of cost per mile traveled cents..	11.90
Average number of trips per week	8.62

Comparison with the report for June 30, 1898, shows:

		Per cent.
Increase in routes	503	or 1.48
Increase in length of routes miles..	16,487.18	or 3.43
Increase in annual rate of expenditure	$1,678,646.50 1/2	or 2.56
Increase in miles traveled per annum	11,412,153.46	or 2.62
Increase in rate of cost per mile traveled cents..	.07	or .59
Decrease in rate of cost per mile of length	$0.17	or .15
Decrease in average number of trips per week	.07	or .80

MAIL SERVICE IN DETAIL.

STAR SERVICE.

Number of routes		22,482
Length of routes	miles..	269,452.47
Annual travel	do...	132,068,807.44
Annual rate of expenditure		$5,114,943.83 1/2
Average number of trips per week		4.71
Rate of cost per mile of length		$18.98
Rate of cost per mile traveled	cents...	3.87

Comparison with report of June 30, 1898, shows—

		Per cent.
Increase in number of routes	701	or 3.21
Increase in length of routes miles..	3,317.44	or 1.24
Increase in annual travel do...	4,962,770.98	or 3.90
Increase in average number of trips per week	.12	or 2.61
Decrease in annual rate of expenditure	$195,647.64 1/2	or 3.68
Decrease in rate of cost per mile of length	$0.97	or 4.86
Decrease in rate of cost per mile traveled cents..	.30	or 7.19
Number of contracts drawn in duplicate during the year	7,554	
Proposals received during the year under general advertisement	39,485	
Proposals received during the year under bulletin advertisements	10,403	

The appropriation for the last fiscal year was $5,095,000. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1899, is $4,999,280.88, leaving an unexpended balance of $95,719.12. From this amount, however, must be deducted all accounts chargeable to the appropriation for that year which had not been stated by the Auditor up to September 30, 1899.

The annual rate of expenditure on July 1, 1899, under contracts made during the past fiscal year for the performance of star service from July 1, 1899, to June 30, 1903, in the third contract section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, was $921,797.25 1/2, a decrease in the annual rate of expenditure for star service in the same section on June 30, 1899, of $138,218.57, although the annual travel was increased 1,143,770.88 miles. This represents a saving during the four-year contract term of $552,874.28.

The annual rate of expenditure was:

July 1, 1899	$4,989,335.98 1/2
September 30, 1899	5,069,357.83 1/2

The appropriation for the current fiscal year is $5,025,000.

The amount estimated as necessary for the fiscal year ending June 30, 1901, is $5,240,000, being $215,000, or 4.27 per cent, more than the appropriation for the current fiscal year.

The general advertisement issued September 15, 1899, and now pending, invites proposals for carrying the mails during a term of four years from July 1, 1900, on all the star routes in the second contract section, embracing the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, and Kentucky. The advertisement contemplates an increase of 168 routes, of 155.99 miles in length of routes, and of 2,243,070.24 miles of annual travel, an increase in the latter item of 7.75 per cent.

In my report of last year I described at some length the evils connected with the system of speculative bidding for star route contracts, and recommended legislation limiting the consideration of bids to those received from persons residing upon or contiguous to the route upon which the service was to be performed. When the post-office appro-

priation bill passed the Senate at the last session of Congress it included a provision looking to this end, but as such provision was struck out before the bill became a law, the system against which so much complaint has been made still continues.

For a long period of years, beginning probably early in the history of the star-route service, it has been the practice of many people living along the line of star routes to arrange with the carriers to receive for the addressees mail matter at the nearest post-office on the route, in one direction or the other, and deposit the same in boxes placed along the routes at points convenient to the residences of the addressees.

There has been no contract obligation resting upon the carrier to perform such service, consequently it is entirely optional with him, depending upon his willingness to accommodate the people or upon the inducements held out by them. Thus it has been within the power of a carrier to discriminate against some while accommodating others. With a view to insuring such service to all persons living along the line of star routes who may desire it, this office, in issuing its advertisement of September 15, 1899, for carrying the mails on star routes in the State of South Carolina for the next contract term beginning July 1, 1900, invited proposals in two ways: First, as heretofore; and second, to include the deposit of mail in boxes along the route. The provision incorporated in the advertisement reads as follows:

MAIL CARRIERS TO DEPOSIT MAIL IN BOXES ALONG THE ROUTES.

In addition to proposals for carrying the mails on the routes and subject to the conditions hereinbefore set forth, proposals will also be received for carrying the mails on the same routes in the State of South Carolina, subject to the same conditions, and also subject to further requirements, as follows:

Any person living on or near any star route herein described who desires his mail deposited in a box on the line of the route by the carrier on said route may provide and erect a suitable box on the roadside, located in such manner as to be reached as conveniently as practicable by the carrier, and such person shall file with the postmaster at the post-office to which his mail is addressed (which shall be one of the two post-offices on the route on either side of and next to the box) a request in writing for the delivery of his mail to the carrier on the route for deposit in said mail box, at the risk of the addressee.

It shall be the duty of the postmaster at every such post-office, upon a written order from any person living on or near the star route, to deliver to the proper mail carrier for that route any mail matter, except registered mail, with instructions as to the proper mail box at which said mail matter shall be deposited; but no mail matter so delivered to a carrier for deposit shall be carried past another post-office on the route before being deposited in a mail box.

The carrier on the star route will be required to receive from any postmaster on the route any mail matter that may be intrusted to him, outside of the usual mail bag, and shall carry such mail matter to and deposit it in the proper boxes placed on the line of the route for this purpose; such service by the carrier to be without charge to the addressees.

The mail carriers must be able to read and write the English language and be of sufficient intelligence to properly handle and deposit the mail for boxes along the routes.

Proposal blanks for service in South Carolina will be furnished in such form that bidders may submit proposals on one blank for the two classes of service, viz: (1) For carrying the mails between post-offices only (or to and from other routes), without being required to deposit any in boxes along the line of route; and (2) for carrying the mails between post-offices (or to and from other routes), including the depositing of mail in boxes along the line of route.

When the bids shall have been received it will be possible to determine the additional cost, if any, attending the proposed change. If it shall be found practicable to make the new contracts for South Carolina cover this feature, then similar provision can be made as to star routes in other States from time to time as the service is relet. Thus the accom-

modation now enjoyed by some as a courtesy at the hands of the carrier, and by others for a consideration paid by the individuals, and which may be denied to others, will be guaranteed by the Department to all persons living along the line of star routes. Mail carriers are already required by law, and have been for many years, to receive any mail matter presented to them along their routes, if properly prepaid by stamps, and deliver the same for mailing at the next post-office at which they arrive, without special fees therefor.

Alaska.—The interior of Alaska, along the Yukon River, was dependent last winter for its mail supply upon the two routes extending from Juneau, via Dawson City and Circle, to Tanana, and from Tanana to St. Michael. The full winter service contemplated by the contract was not performed by the contractor, but much was done by our agent at Skagway in the matter of arranging for temporary service.

It is probable that there is a period late in the autumn, while the Yukon is freezing, and another in the spring, while the ice is breaking, when it is impracticable, under conditions heretofore existing, to maintain regular trips, but at other times there should be few, if any, failures to make the required number of trips if the contractor make suitable preparation in advance and provides the proper supplies and equipment.

On October 1, 1899, a contract went into effect for a new route from Valdez, on Prince William Sound, through the interior, to Eagle and Circle. Last summer a military expedition, sent out by the War Department and accompanied by a post-office inspector, went through this section of Alaska from Valdez to Eagle, concerning which but little information had previously been obtained. When this route is put into successful operation it will provide an additional means of transporting mail to Yukon points in Alaska, and it is the only mail route running from the southern coast to the interior of Alaska in the winter season entirely over United States territory. The contract for this service contemplates one round trip a month at a compensation of $1,415 per single trip one way for the first 100 pounds of through mail, and $200 per single trip one way for each additional 100 pounds.

Provision was also made last winter for a monthly steamboat service to points on the southern coast of Alaska between Sitka and Unalaska which formerly were without mail supply from November to April, inclusive. This monthly winter service will be continued. Additional summer supply by steamboat for coast points between Juneau and Kadiak was provided; also service from St. Michael to the gold mining district at Cape Nome.

The usual summer arrangements for sending all classes of mail by steamers from San Francisco and Seattle to St. Michael and points along the Yukon to Dawson City were renewed, and these mails were forwarded in charge of postal clerks with instructions to make every possible effort to insure safe delivery.

For the better supervision of the service during the coming winter postal clerks have been detailed to Skagway, Circle, St. Michael, and Valdez, with authority to employ temporary carriers in event of failures on the part of contractors. With the facilities and safeguards thus provided it is confidently expected that the people of the interior of Alaska will have better mail service during the current fiscal year than ever before.

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1898, was $23,742.33; during the year ended June 30, 1899, $28,141.42.

The number of special offices on June 30, 1899, was 1,398, with an aggregate length of 11,092.80 miles, and an annual travel (estimated on the basis of 2.04 average trips per week) of 2,354,812.74 miles.

Comparison with the previous year shows:

		Per cent.
Decrease in number of routes	372	or 21.01
Decrease in length of routes.....miles..	453.28	or 3.92
Decrease in annual travel do....	651,900.64	or 21.68
Decrease in average number of trips per week.....	.46	or 18.40
Increase in annual expenditure	$4,399.09	or 18.52
Increase in rate of cost per mile of length	$0.48	or 23.41
Increase in rate of cost per mile traveled.....cents..	.32	or 40.50

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied, or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply.

STEAMBOAT SERVICE.

Number of routes	178
Length of routes.....miles..	31,169.24
Annual travel do....	4,387,028.12
Annual rate of expenditure	$550,454.51
Rate of cost per mile of length	$17.66
Rate of cost per mile traveled.....cents..	12.54
Average number of trips per week.....	1.35

Comparison with the previous year shows:

		Per cent.
Increase in number of routes	17	or 10.56
Increase in length of routes.....miles..	11,280.30	or 56.72
Increase in annual travel.....do....	407,296.54	or 10.23
Increase in annual rate of expenditure	$97,931.79	or 21.64
Increase in rate of cost per mile traveled cents..	1.17	or 10.29
Decrease in rate of cost per mile of length	$5.09	or 22.37
Decrease in average number of trips per week.....	.57	or 29.68

The appropriation for the last fiscal year was $450,000.

The sum expended, as reported by the Auditor on accounts stated to September 30, 1899, was $434,200.98, leaving an unexpended balance at that date of $15,799.02.

The annual rate of expenditure on July 1, 1899, under contracts made during the last fiscal year for the performance of steamboat service from July 1, 1899, to June 30, 1903, in the third contract section, was $12,573.17, a decrease in the annual rate of expenditure for similar service on June 30, 1899, of $3,476.70.

The number of steamboat routes in operation on July 1, 1899, was 179.

The appropriation for the current fiscal year is $500,000.

The annual rate of expenditure was:

July 1, 1899.....	$548,933.81
September 30, 1899.....	524,543.08

The amount estimated as necessary for the fiscal year ending June 30, 1901, is $545,000, being $45,000, or 9 per cent, more than the appropriation for the current fiscal year.

With the occupation of Cuba and Porto Rico by United States forces more frequent mail communication with those islands became necessary. The service on the then existing route between Port Tampa, Fla., and Havana, Cuba, was increased to three round trips a week the entire year, and a new route was established between Miami, Fla., and Havana, two round trips a week. The contract for the latter took effect January 8, 1899, at a cost of $25,168 per annum. The expense of this was borne by this Department until June 30, 1899, when it was assumed by the department of posts in Cuba.

A contract was made with the New York and Porto Rico Steamship Company for service from New York to Porto Rico, three round trips a month from January 8, 1899, at a cost of $43,000 per annum. In addition to this Porto Rico is supplied twice a month by the steamers of the Red D Line en route from New York to Venezuela under "ocean mail service" contract. The Government transports running between New York and Porto Rico also carry the mails.

Some additional steamboat service was provided for Alaska last year as indicated in the preceding pages under the heading of "Alaska."

MAIL-MESSENGER SERVICE.

Number of routes		7,134
Length of routes	miles	5,056.94
Annual travel	do	9,930,891.36
Annual rate of expenditure		$901,566.97
Rate of cost per mile of length		$178.28
Rate of cost per mile traveled	cents	9.07
Average number of trips per week		18.88

Comparison with the previous year shows:

		Per cent.
Increase in number of routes		46 or .65
Increase in length of routes	miles	14.66 or .29
Increase in annual travel	do	241,340.30 or 2.49
Increase in average number of trips per week		.41 or 2.22
Decrease in annual rate of expenditure		$898.56 or .09
Decrease in rate of cost per mile of length		$0.69 or .38
Decrease in rate of cost per mile traveled	cents	.24 or 2.57

The appropriation for the last fiscal year was $950,000. The sum expended, as per auditor's report, was $907,668.25, leaving an unexpended balance of $42,331.75.

Out of this appropriation, $13,062.65 was paid for temporary mail-messenger service in the island of Porto Rico between October 1, 1898, and May 31, 1899. After the latter date the expense of such service was assumed by the department of posts of that island.

The annual rate of expenditure was:

July 1, 1899	$897,764.41
September 30, 1899	905,066.95

The appropriation for the current fiscal year is $950,000.

The amount estimated as necessary for the fiscal year ending June 30, 1901, is $950,000—being the same as for the current year.

PNEUMATIC-TUBE SERVICE.

No new contracts for pneumatic-tube service were made during the last fiscal year as such action was prohibited by law. The act making the appropriation of $225,000 for that year contained the provision—

That no part of this appropriation shall be used in extending such pneumatic service beyond the service for which contracts already are entered into, and no additional contracts shall be made unless hereafter authorized by law.

The amount expended during the last fiscal year, as reported by the auditor under accounts stated to September 30, 1899, was $189,487.16, leaving an unexpended balance of $35,512.84, the whole service not having been in operation during the entire year.

The service now in effect is as follows:

In Boston, Mass., between the general post-office and the Northern Union Station, 0.74 of a mile, the Boston Pneumatic Transit Company, contractor, at an annual compensation of $9,000 for the tube service.

In New York, N. Y., between the general post-office and Station P, in the Produce Exchange Building, 0.70 of a mile, also between the main post-office and Station H (Forty-fourth street and Lexington avenue), via Station D, Madison Square Station, and Station F, 3.50 miles, the Tubular Dispatch Company, contractor, at an annual compensation of $148,500. There is an additional charge of $10,000 a year for labor to operate these tubes.

In Brooklyn, N. Y., between the general post-office and the main post-office in New York (across the Brooklyn Bridge), 1.65 miles, the New York Mail and Newspaper Transportation Company, contractor, at an annual compensation of $14,000. There is a further charge of $6,200 a year for labor, etc., to operate this tube.

In Philadelphia, Pa., between the general post-office and Bourse Station (in the Bourse building), 0.52 of a mile, the Pneumatic Transit Company, contractor, at an annual compensation of $17,600; also between the main post-office and the Pennsylvania Railroad station, at Broad street, via the Reading Terminal station, 0.94 of a mile, the Pneumatic Transit Company, contractor, at $16,966 for the tube service.

All of these contracts will expire by limitation June 30, 1901.

The annual rate of expenditure under these contracts is $222,266.

The appropriation for the current year is the same as for last year, $225,000.

The postmasters at Boston, New York, Brooklyn, and Philadelphia, having been requested by me to submit a brief statement concerning the operation of the tubes in their respective cities, have reported as follows:

From the postmaster at Boston, Mass., August 22, 1899.

In compliance with your request of the 3d instant, I have the honor to submit the following report in regard to the pneumatic-tube service between the Boston post-office and the North Union station during the fiscal year ended June 30 last: The service performed during the past fiscal year has been very satisfactory, and in the opinion of this office the system has proven itself very successful and a decided improvement over the old method of dispatching mail by wagons. The large amount of letter and circular mail passing between this office and the North Union station each day is handled with ease. The use of the tube is still confined almost wholly to the transmission of letter and circular mail, newspaper and merchandise mail being of necessity transported by wagon, owing to its bulk and the comparatively small size of the tube. The accidents resulting in the mutilation of letters, which, unfortunately, occurred somewhat frequently for some time after the service was begun, are now happily of the past, none having occurred for many months. Much time is saved in the dispatch of mails to trains at the North Union station, and the amount would be considerably increased were the pneumatic-tube room nearer the train shed.

Incoming mails are handled very advantageously. From five to ten minutes after the arrival of the trains the mail is being handled in this office, which is a great advantage as compared with the average time of thirty-five minutes under the old method of wagon transportation. The pneumatic tube has very much improved both the incoming and outgoing mail service, and has expedited to a considerable extent the dispatch of mails.

From the postmaster at New York, N. Y., August 21, 1899.

In reply to your letter of August 3, 1899, regarding the pneumatic-tube service in this city and requesting a statement as to what has been accomplished in the way of good postal service as a result of the introduction of the same, I have to report as follows:

The first line of the system which was placed in operation is that between the general post-office and Branch Station P, which carries large quantities of important mail from the bank and exchange district to the general post-office and vice versa. This mail is of great value and importance and it is greatly expedited in consequence of the availability of the tube and, in addition, escapes the danger of depredation ever present when mail is conveyed by wagon. As a result of the introduction of this tube, over 10,000 miles of wagon service annually has been discontinued.

The tube line operated between the general post-office in this city and the general post-office in Brooklyn has also proven of great benefit to the patrons of this and the Brooklyn office through reducing the transit time between those points from twenty-seven minutes to four minutes, and, as the local service in Brooklyn is comparatively infrequent, this results, in many instances, in a far greater gain than appears to be the case from these figures. The wagon service has been, as a consequence, materially reduced; but as the Brooklyn office has supervision over this contract, the actual mileage saved can best be furnished by that office. It is believed, however, that it is not far from 18,000 miles annually. In addition to the other matter which is sent from Brooklyn to this office via the tube, it has recently been found desirable to forward by that means many of the important Long Island mails which were formerly sent direct from the Brooklyn office by cable cars to the railroad station. In fact, the increased facilities afforded by this tube have been found to be so valuable through making possible later closes in Brooklyr for outgoing mails, as well as generally advancing local mail in both directions, that the time of operating the tube was extended three hours daily.

The tube line operated between the general post-office, this city, and the large distributing branch station at Forty-second street and Lexington avenue (H) close to the Grand Central Railroad station, has been particularly gratifying and valuable to the service and to the public; almost the entire letter mail intended for dispatch by trains departing from that railroad station is now sent from the general post-office and intermediate stations, where available, by that medium of dispatch, making possible, as in all cases where the tube has been introduced, later closes of thirty minutes and over. This, in addition to being greater accommodation to the public, advances much mail which, under previous conditions, would not be forwarded until the following day. And so with the incoming mails, nearly all mails reaching that railroad station from trains arriving thereat is now taken to Branch H and sent thence by tube, direct to either the general post-office or to an intermediate station which is in operation. This indicates, and such is the fact, that this tube service has been thoroughly tested and that its utility has been proven. The reductions in wagon service resulting from the installation of this tube were as follows: Route No. 407004, 28,392 miles annually; Route 407005, 19,920 miles annually; total, 48,312.68 miles annually. This was accomplished by a readjustment of the service and sending into Branch Station H much mail formerly sent direct to the general post-office by wagon, and as service was already provided to the former point, the wagon service discontinued constituted a net saving in mileage.

There was also ordered sent by tube from Branch H to the general post-office mail for the South and Southwest and from the general post-office to Branch H for the North, East, and Northwest, for connection at those points, respectively, and this course was also adopted for mails arriving at the Grand Central Railroad station and at the Long Island Railroad station, Long Island City.

The entire volume of first-class mail, and much matter of other classes for east-side branches north of Branch H, is now sent from the general post-office and from intermediate stations in operation by tube to Branch H, as well as that for Branch G, a large and important branch on the west side of the city, and the return mail from those branches is sent into Branch H for transmission to destination by tube.

So soon as the entire line with intermediate stations is in full and complete operation the gain will be correspondingly greater, and this, I am informed, will be before long.

It can be generally stated that, under ordinary conditions, the mail received from nearly all trains due at the general post-office up to 7 a. m. is now assorted in time to connect with the first carriers' delivery made therefrom, and at many branch stations served via the tube.

Letters for branches served via the tube which are received at the general post-office during the ordinary hours of the day, are forwarded at once instead of being held as formerly for the next regularly scheduled wagon or cable-car trip, which admits of an earlier separation and handling, and, undoubtedly, in very many instances, effects an earlier delivery to addressees. This is particularly true in the

case of special-delivery letters and parcels (644,718 of which were delivered at this office during the year ended June 30, 1899), owing to the fact that, in addition to being immediately sent by tube to the point of delivery, they are then at once sent out by special-delivery messengers.

About thirty minutes later mailing for outgoing mails is now possible at Branch H and at points beyond that branch station for mails sent to the general post-office for dispatch therefrom, and about the same gain is made in the case of mails from Brooklyn, Branch P, and at the general post-office for dispatch by tube to Branch H for dispatch from that point; for instance, mails sent from the general post-office by tube to Branch H for the 9.15 p. m. "N. Y. and Chicago R. P. O." train were formerly closed at 7.30 p. m. for conveyance by wagon, while they are now closed at 8 p. m., with a supplementary close as late as 8.20 p. m. Working in the opposite direction, the mail for the 4.44 p. m. Pennsylvania Railroad train, which formerly left Branch H at 2.39 p. m. for conveyance by cable car, now leaves Branch H at 3.30 p. m. by tube for dispatch via the general post-office.

These instances are merely cited to illustrate the gain derived from the installation of the pneumatic tubes, it being impossible to display in each specific instance the effect at all points without burdening this report with a mass of data which might be confusing. There is no doubt, however, that a great general saving in time results from the operation of a series of tubes, nor that the tubes in use in this city have rendered service during the past fiscal year of a character which warrants the belief that their continuance and extension will prove a valuable factor in providing an efficient postal service in the metropolitan district, the benefits derived therefrom being by no means confined to this city, but being felt at distant as well as at adjacent points.

From the postmaster at Brooklyn, N. Y., August 31, 1899.

Replying to your request of August 3 for a statement for use in connection with your annual report of what has been accomplished in the way of good postal service by the pneumatic tubes, I have the honor to state that this service between Brooklyn and the New York, N. Y., post-offices was duly installed by the New York Mail and Newspaper Transportation Company, and was put into operation on August 1, 1898. It has, to date, been running thirteen months, and without a stoppage or accident of any kind.

On December 29, 1898, the hours of operation were increased from sixteen to nineteen, or from 4 a. m. to 11 p. m.

The average time in transit between New York and Brooklyn post-offices has by it been reduced from twenty-five minutes to three minutes; and from the Grand Central depot on an average of from one and one-half hours to twenty-five minutes, allowing for rehandling mail at both Branch H and the New York general post-office; from the trains of the Pennsylvania Railroad at Jersey City the time has been cut down ten minutes.

Mails are now delivered on the first round of carriers all over the city with ease that heretofore was accomplished only by a constant struggle with delayed trains, broken-down wagons, and careless drivers.

The last mails from the entire city of Brooklyn can be delivered throughout New York City, leaving here as late as 4.50 p. m. Before the advent of the tube this same mail closed at 4 p. m., and dispatched at 4.15 p. m.

The labor of closing, recording, and verifying 10,748 pouches per month has been saved to this office.

The wagon service between Brooklyn and New York, N. Y., post-offices has been reduced by 34 per cent.

All of the first-class mail for the nineteen hours the tube is in operation, together with paper mail for both terminal offices, is being transported by it.

From the postmaster at Philadelphia, Pa., October 4, 1899.

Your communication of August 3 (G. F. S.), asking that you be furnished within the next thirty days with a statement showing what was accomplished in the way of good postal service by the pneumatic tubes in this city during the fiscal year ended June 30, 1899, came duly to hand.

Mr. Alexander, superintendent of the mailing division, to whom the matter was referred, has just submitted to me his report, which he states has required considerably more time than was at first anticipated in order to complete it in a satisfactory manner. I have the honor, therefore, to transmit for your consideration two copies of Mr. Alexander's report, which I have reviewed and believe I can fully indorse.

I would be pleased to remind you that in our communication to you under date of October 19, 1898, to be found on pages 51 and 52 of your report to the honorable

Postmaster-General for that year, I embraced in my recommendations for the extension of the pneumatic-tube service stations "B" and "K," which are not embraced in the report this year submitted by Mr. Alexander. I am just as desirous now as I was last year of having this service extended to the two stations in question, and Mr. Alexander concurs with me in the belief that it would be a very valuable addition to the service; but he has excluded it at this time only because he feared the Department would not be in a position to cover all points designated, including stations "B" and "K." We therefore believe that the stations named in his report, herewith submitted, are the two circuits which should be first completed in order to afford the quickest and most reliable service.

In conclusion, I beg to invite your attention to the following quotation from the closing of our report of last year:

"The real value of this service * * * would be our ability to constantly transmit mail matter; whereas under the present system of the trolley railway it is not practicable to make dispatches at more frequent intervals than an hour, while it could be made almost continuous by the pneumatic tube. To illustrate: If 1,000 letters are sent by the trolley mail cars to Station P they must all be handled at the station after being delivered by the trolley service, whereas if the tube were in use they could be dispatched at intervals of a minute or less, and the entire number would be handled and distributed before the trolley dispatch reaches the station under the present conditions. To the advantage of frequent dispatch, afforded by the pneumatic tube, is to be considered the additional advantage of safety, coupled with the knowledge that there is no possibility of anyone handling or tampering with the mail matter between the office of dispatch and the station at which it is received, and our experience is that this is a great advantage."

From the superintendent of mails at Philadelphia, October 2, 1899.

Replying to reference No. 6019, in regard to pneumatic service, respectfully report as follows:

The pneumatic-tube service in Philadelphia consists of a line between the Central Office and Bourse Station, and a line between the Central Office and Broad Street Station, Pennsylvania Railroad, by way of the Reading Terminal, Philadelphia and Reading Railroad.

The line between the Central Office and Bourse Station is 6¼ inches in diameter, inside measurement. The carrier is 5$\frac{15}{16}$ inches in diameter, 15 inches long, inside measurement; capacity of about 250 letters. This tube is in service ten hours per day, except Sunday—9 a. m. to 7 p. m.—and is used for the transmission to the Central Office of mail deposited in the Bourse Station and collected from street letter boxes in the districts east of Fifth street in Central Office territory. The average amount of mail per day sent to the Central Office is about 100,000 letters and 350 pounds of third and fourth class matter. At this average per day, there was sent from the Bourse Station to the Central Office 31,300,000 letters and 109,550 pounds of third and fourth class matter during the fiscal year ended June 30, 1899. The gain in time to mail matter transmitted through this tube is from ten to twenty minutes over reasonable wagon service, and by the use of this tube mail matter deposited in Bourse Station—one-half mile from the Central Office—has practically the same advantage of dispatch as if deposited in the Central Office.

The tube is not used to its maximum capacity except for about two hours during the day—from 5 p. m. to 7 p. m. During this time an average of about 65,000 letters per day are sent through this tube, more than half the amount for the day. This is due to the fact that there is more mail deposited in the street letter boxes and Bourse Station during that time than during the earlier hours of the day. This tube is used for the transmission of mail from the Central Office to Bourse Station only to a limited extent—only the mail of tenants of the Bourse Building is so forwarded. This amounts to an average of about 1,130 pieces per day, for the fiscal year ended June 30, 1899—354,629 pieces.

The line between the Central Office and Broad street station (Pennsylvania Railroad) via the Reading Terminal, (Philadelphia and Reading Railroad) is 8½ inches in diameter, inside measurement. The carrier is 7 inches in diameter and 21 inches long, inside measurement; capacity of about 500 letters. This tube is in service 21 hours and 15 minutes per day, except Sunday; that is, from 3 a. m., to 12.15 a. m. (midnight), after the mail from New York and Washington railway post-office train 23 is sent to the office. From 12.15 a. m. to 3. a. m. there is practically no mail at Broad street station, or the Reading Terminal, to be sent to the Central Office, and there is only mail dispatched from the Central Office; that for New York and Pittsburg railway post-office train 33, consisting principally of newspaper mail which can not be sent through the tube, and therefore must be sent by wagon. During this time the machinery is thoroughly examined, and any repairs that may be necessary are made.

The gain in time to the mail transmitted through the tube from the railroad stations to the central office is ten to fifteen minutes from Broad street station and five to ten minutes from Reading Terminal station; and in the case of outgoing mail we are able to make our closes ten to twenty minutes later, enabling us to advance mail that can be handled by our distributors in that time one dispatch; this amounts to about 15,000 letters per day.

This line does not make as good a showing as desirable, for the reason that the distance between the central office and the railroad stations is so short—0.68 mile to Broad street station—time by wagon, ten minutes; and to Reading Terminal, 0.26 mile, time by wagon, five minutes. Another disadvantage is that the space allowed for terminals at the railroad stations is so limited that it is not possible to make distribution of paper mail there.

The space available for letter distribution is also so limited that we can only handle transit mail and that deposited in the letter boxes at the stations; there is, however, considerable gain in time on this mail, as by handling it at the station close connection can be made between incoming and outgoing mail trains. The mail connected in this manner amounts to 9,500 pieces per day, or 2,973,500 pieces for the fiscal year.

There is also a gain in time on mails transferred direct through the tube from one railroad station to the other. Mails arriving at Broad street station, for dispatch by trains leaving Reading Terminal or arriving at Reading Terminal, for dispatch by trains leaving Broad street station, can be connected in many cases where it could not be done by wagon. These direct transfers amount to about 34,000 per day, or 10,642,000 letters for the fiscal year.

From a careful estimate, based upon actual weight of mail carried between the central office and railroad stations connected by pneumatic tube, for nine days, I find that during the fiscal year ended June 30, 1899, 140,846,557 letters were dispatched to Broad street station. Of this amount 82.09 per cent was sent by tube and 17.91 per cent by wagon; of paper mail 18,939,317 pounds were dispatched, 0.38 per cent by tube and 99.62 per cent by wagon. Received from Broad street station 80,939,317 letters, 91.55 per cent by tube and 8.45 per cent by wagon; 6,045,282 pounds of paper mail, 2.56 per cent by tube and 97.44 per cent by wagon.

To the Reading Terminal we dispatched 21,650,836 letters, 31.23 per cent by tube and 68.77 per cent by wagon. Paper mail dispatched, 1,906,796 pounds, 3 per cent by tube and 97 per cent by wagon. Received from Reading Terminal 12,243,308 letters, 90.48 per cent by tube and 9.52 per cent by wagon. Paper mail received, 582,806 pounds, 7.40 per cent by tube and 92.60 per cent by wagon.

This service is of considerable value, and in my opinion should be continued, as there is no doubt a large amount of mail arriving by the Pennsylvania and Philadelphia and Reading Railways is advanced in delivery in Philadelphia by the tube service, and it enables us to make later closes of letter mail for dispatch, thereby advancing in dispatch what mail can be handled in the time between the departure of the wagon with paper mail and the time the closing dispatch can be made by tube.

In regard to the extension of pneumatic-tube service in this city, I would suggest that it would seem to me to be very desirable to extend same so as to connect the central office with stations A, C, D, J, O, P, and S, being the main stations in the business and most thickly populated parts of the city of Philadelphia.

For this purpose I would suggest two new lines as follows:

	Miles.
From Central Office to Station S	1.00
From Station S to Station O	1.00
From Station O to Station C	.66
From Station C to Station J	1.00
From Station J to Central Office	1.66
Total length of line	5.32

From Central Office to Station A	.78
From Station A to Station D	.91
From Station D to Station P	.96
From Station P to Central Office	1.03
Total length of line	3.68

As I understand the possibilities of the pneumatic tubes, the time in transit from the Central Office to Station C—the most distant of stations mentioned—would be about five minutes, while the time now required by trolley mail cars is twenty-two minutes. The other stations mentioned would be benefited in the same proportion. The gain in time would be much more than that represented by the difference in the

actual time of transit, as, by the use of the pneumatic tube the time required for pouching the matter and transferring it between offices and the mail cars would be saved. This would amount to at least ten minutes on each dispatch.

Another great gain in the service would be in the facilities offered for making more frequent dispatch to the stations, and from stations to the central office. Mails could be dispatched whenever they were ready, thus greatly facilitating separating of the mail for carriers at the stations and for the dispatches from central office. This would also be of great benefit in the handling of special-delivery letters.

Since the foregoing report from the postmaster at New York, under date of August 21, was received, in which he states that when intermediate stations are in full and complete operation the gain will be correspondingly greater, this office has been advised that service to Madison Square station was opened successfully on the 1st instant under improved conditions. Referring to this, I quote from general manager of tube company, under date of November 3, 1899:

"We have transmitted as many as 200 carriers of mail per diem in excess of those transmitted before the opening of the Madison Square station on the 1st instant. We also desire to call to your particular attention the remarkable acceleration in the speed of the carriers over this circuit, due to the improved apparatus referred to. A careful test of lapsed time from the general post-office to Station H by the direct line, without any intermediate stations, showed an average of seven minutes and twenty-one seconds. A test of the lapsed time of the carrier passing through the Madison square apparatus, including retransmission (a distance of three-tenths of a mile farther), indicated a lapsed time of seven minutes and fifteen seconds. It is possible that with a full load, in regular operation, this period will sometimes equal seven minutes and twenty-eight seconds, but never more."

It seems clear to those of us who have closely watched the operation of these pneumatic tubes that they are exceedingly important for handling mails in congested centers of population. As the population of a great city becomes more numerous, surface transportation of all kinds presents a difficult problem. The progress of a heavily-loaded mail wagon through a business street crowded with vehicles must necessarily be slow. Even the electric cars must materially slacken their speed and are delayed by frequent stops. Both of these are liable to be entirely suspended for intervals of varying duration by blockades in the traffic, processions, fires, and storms.

In marked contrast with these are the underground pneumatic tubes, in which the carriers may be constantly operated at infinitely greater speed, subject to no interruption by condition of streets and guaranteeing absolute safety to the mail in transit from depredation of all kinds. They admit of later closing of mail in post-offices for outgoing trains, advance the incoming mail to the carriers in time for early deliveries, make close train connections between railroad stations that could not otherwise be secured, and greatly advance the special delivery letters resulting in a greater use of special-delivery stamps by the public with a corresponding increase in postal revenue.

The tendency during these later years has been to constantly increase the frequency of wagon trips between important points for the advancement of letter mail. When two such points are connected by pneumatic tubes, as has been shown, nearly all of the letter mail is handled by the tubes, the existing frequency of wagon trips becomes unnecessary and the demand for still greater frequency ceases, the wagon service thereafter being used principally for heavy and bulky matter. Nevertheless the best results can not be secured from pneumatic-tube mail service until a more complete and comprehensive system of tubes shall have been put into operation in some one or more cities.

For instance, while the tubes in Philadelphia and Boston have shown good results, yet because the distances covered by them are short the gain in time over wagon trips is not so great; but if the system were developed so as to connect by tubes the more important station offices in Philadelphia with the main office all the people served by those stations would feel the benefit of the existing system; mail could then pass between one of these station offices and a railroad station or between two mail stations without being rehandled at the main office, and local mail could be constantly interchanged between stations without waiting for the slower dispatch by wagon at comparatively long intervals. This in the gain to special-delivery letters alone would be an important item. Let the main office at Boston be connected by tube with the Southern Union Railroad station, so as to admit of the through mails passing between that station and the Northern Union Railroad station without rehandling, and the gain would be obvious.

Again, when but two points in a city are connected by pneumatic tubes, while the wagon trips between those points are largely reduced, yet the trips cut off may be but a small proportion of all the wagon service in that city covered by the same contract, not sufficient to warrant the Department in annulling that contract and readvertising the remainder of the service outside of the regular period for letting the service in that State. Hence no reduction in the cost of wagon service can be shown just at that time, although the effect may be apparent at the next regular letting. If, however, quite a number of the more important postal stations in a city were connected with the main office and railroad stations there could be a general rearrangement of wagon service and electric-car service in such manner and with such reduction of trips to a number adequate for bulky mail as would make the reduced cost of those items immediately apparent.

I therefore renew the recommendation made by the Department to the committee of Congress last winter that an additional sum of $500,000 be provided for the extension of pneumatic-tube service. This, with the sum appropriated for existing contracts, $225,000, makes the amount estimated as necessary for the fiscal year ending June 30, 1901, $725,000.

REGULATION, SCREEN, OR OTHER WAGON SERVICE.

Number of routes		222
Length of routes	miles..	1,523.58
Annual travel	do...	4,433,906.18
Annual rate of expenditure		$733,921.05
Rate of cost per mile of length		$481.70
Rate of cost per mile traveled	cents..	16.55
Average number of trips per week		27.98

Comparison with the previous year shows—

		Per cent.
Increase in number of routes		16 or 7.76
Increase in length of routes	miles..	1.87 or .12
Increase in rate of cost per mile traveled	cents..	.10 or .60
Decrease in annual rate of expenditure		$722.86 or .10
Decrease in annual travel	miles..	29,338.96 or .65
Decrease in rate of cost per mile of length		$1.07 or .22
Decrease in average number of trips per week		.22 or .78

The appropriation for the last fiscal year was $750,000.

The sum reported by the Auditor as expended was $726,162.73.

The annual rate of expenditure on July 1, 1899, under contracts entered into during the past fiscal year for the performance of wagon

service in the third contract section from July 1, 1899, to June 30, 1903, was $202,595, a decrease of $9,287 from the annual rate of expenditure on June 30, 1899.

The annual rate of expenditure was—

July 1, 1899	$727,204.05
September 30, 1899	721,218.55

The appropriation for the current fiscal year is $750,000. The amount estimated as necessnry for the fiscal year ending June 30, 1901, is $750,000, being the same as for the present year.

The general advertisement of September 15, 1898, prescribed, for the first time, detailed plans and specifications for the screen wagons to be used in the service, three sizes of wagons being provided for according to the needs in the various cities. The contracts requiring such wagons went into effect on July 1, last, covering the States in the Middle West, and resulted satisfactorily in securing wagons uniform and creditable in their appearance as well as suitable for the proper transportation of the mail.

Automobiles.—In view of the attention which the public has given to the question of utilizing automobiles for general transportation purposes, particularly in cities, the improvements made in such vehicles, and the increase in their manufacture within the past year or two, it has been thought wise to give a practical test to their adaptability to transport the mails in large cities, and to compare the cost of operating them with that of screen wagons. Accordingly this office has issued an advertisement inviting proposals for carrying the mail by automobiles between the post-office in Chicago and two postal stations in the business center of the city; also proposals for performing the same service in screen wagons, a selection of one of these modes to be made after receipt of the bids. If results favorable to the automobile shall be obtained from this test, it is probable that those vehicles will eventually supersede screen-wagon service in many of the larger cities; and if city authorities will permit automobiles to run at the rate of speed which is allowed for electric cars, they are likely to become formidable rivals even of the latter in transporting mails between post-offices, branch offices, and railroad stations in such cities.

RAILROAD TRANSPORTATION.

Number of routes		2,617
Length of routes	miles	176,726.95
Annual travel	do	287,591,269.21
Annual rate of expenditure		$31,942,150.88
Rate of cost per mile of length		$180.74
Rate of cost per mile of travel	cents	11.10
Average number of trips per week		15.64

Comparison with the previous year shows—

		Per cent.
Increase in number of routes		57 or 2.22
Increase in length of routes	miles	1,949.54 or 1.12
Increase in annual travel	do	6,055,656.85 or 2.13
Increase in annual rate of expenditure		$1,155,774.99 or 3.75
Increase in rate of cost per mile of length		$4.60 or 2.61
Increase in rate of cost per mile traveled	cents	.17 or 1.55
Increase in average number of trips per week		.15 or .97

The length of routes on which the pay was unadjusted on June 30, 1899, was 107.91 miles.

The appropriation for the last fiscal year was $30,500,000, which, with the sum of $1,079,000 appropriated by the deficiency act of March 3, 1899, made a total of $31,579,000 available for railroad transportation for that year.

The sum reported by the Auditor as expended is $31,621,486.12, being $42,486.12 in excess of the appropriation.

It is estimated that the payment for service during the fiscal year ended June 30, 1899, on routes on which the pay was unadjusted on that date will amount to $6,085.

The annual rate of expenditure for railroad transportion in the third section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, on June 30, 1899, was $12,053,966.99. The result of the regular quadrennial readjustment of the pay for railroad transportation in the States above mentioned for the ensuing four years, based on a reweighing, under orders to October 12, 1899, was an increase of $1,541,304.81, or 13.04 per cent.

It should be stated here that for some years past three States of the third section, viz, Ohio, Indiana, and Michigan, have been included in the readjustment of the pay for railroad transportation in the second section, the remaining five States, viz, Illinois, Wisconsin, Minnesota, Iowa, and Missouri, having been considered alone in the readjustment of the third section.

The annual rate of expenditure for railroad transportation was: July 1, 1899, $33,487,982.69; September 30, 1899, $33,498,576.30.

The amount reported by the auditor as withheld from the Pacific railroads on account of mail transportation is $515,263.42.

The appropriation for the current fiscal year is $33,275,000.

The amount estimated as necessary for the fiscal year ending June 30, 1901, is $33,870,000, being $595,000, or 1.78 per cent, more than the appropriation for the current fiscal year.

The following table will show the increase, by years, in the annual compensation paid to railroads for carrying the mails since the existing rates were fixed by Congress in 1878:

Annual increase in cost of railroad transportation from 1880 to 1899, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879....	$8,463,197.00			1890...	$20,869,231.55	$1,428,135.77	7.34
1880 ...	9,237,945.00	$774,748.00	9.15	1891...	22,398,868.66	1,529,637.11	7.32
1881....	10,249,261.00	1,011,316.00	10.94	1892...	24,196,329.71	1,797,461.05	8.02
1882....	11,297,333.00	1,084,072.00	10.57	1893...	25,716,605.85	1,520,276.14	6.28
1883....	12,288,799.00	991,466.00	8.77	1894...	27,153,091.16	1,436,485.31	5.58
1884....	13,273,606.00	984,807.00	8	1895...	27,961,931.78	808,840.62	2.97
1885....	14,758,495.00	1,484,889.00	11.18	1896...	28,941,880.47	979,948.69	3.50
1886....	15,520,191.00	761,696.00	5.16	1897...	30,171,542.69	1,229,662.22	4.24
1887....	16,174,691.22	654,500.22	4.21	1898...	30,786,375.89	614,833.20	2.03
1888....	17,528,599.80	1,353,908.58	8.37	1899...	31,942,150.88	1,115,774.99	3.75
1889....	19,441,095.78	1,912,495.98	10.91				

Annual increase in cost of railroad transportation and railroad post-office cars combined, 1880 to 1899, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879....	$9,567,589.00			1890...	$23,395,231.66	$1,755,618.33	8.11
1880....	10,498,986.00	$931,397.00	9.73	1891...	25,183,713.82	1,788,482.16	7.64
1881...	11,613,368.00	1,114,382.00	10.61	1892...	27,126,529.11	1,942,815.29	7.71
1882....	12,753,184.00	1,139,816.00	9.81	1893...	28,910,195.30	1,783,666.19	6.57
1883....	13,887,800.00	1,134,616.00	8.89	1894...	30,358,190.01	1,447,994.71	5
1884....	15,012,603.00	1,124,803.00	8.09	1895...	31,205,342.58	847,152.57	2.79
1885....	16,627,983.00	1,615,380.00	10.76	1896...	32,405,797.17	1,200,454.59	3.84
1886....	17,336,512.00	708,529.00	4.26	1897...	33,876,521.19	1,470,724.02	4.53
1887....	18,056,271.72	719,759.72	4.15	1898...	34,703,847.56	827,326.37	2.44
1888....	19,524,959.15	1,468,687.43	8.13	1899...	36,117,875.74	1,414,028.18	4.08
1889....	21,639,613.33	2,114,654.18	10.83				

WEIGHT OF MAIL MATTER ORIGINATING IN THE UNITED STATES, DAILY.

Several efforts have been made in the past to ascertain the exact amount of mail matter originating in the United States every day, but for one reason or another reliable data have never been obtained and are not now at hand. We have, of course, accurate figures as to the amount of mail carried by railroads, as the mails are weighed in one of the four sections into which the country is divided every year. Thus we obtain on every line in the country, once every four years, the weight of mail carried, as prescribed by law. This shows the actual amount carried upon each road, and upon the weights obtained the pay of the various railroads is adjusted.

These weights, however, give no idea of the mail originating in the post-offices of the country every day, as the same mail is carried on a number of lines and necessarily weighed upon each, as each is entitled to a certain pay per mile for carrying it. Neither do these figures show the mail originating and delivered on star routes, which never reaches a railroad. Neither does it cover matter for local delivery in cities, which also is not carried on a railroad.

The last attempt to obtain the daily output of mail in the country was made in May, 1890, when all of the postmasters in the country were instructed to count and weigh all of the mail matter originating in their offices for a period of seven consecutive days. The weighing now in progress will cover a period of thirty-five consecutive days, which will include one issue of the principal magazines and serials.

After a careful consideration of the amount of work involved, the expense and the value of the information, the Postmaster-General, under date of August 21, 1899, issued a circular letter to all of the postmasters in the country, ordering them to weigh all of the mail originating in their respective offices, together with the weight of the equipment necessary to transport the same, every twenty-four hours, for a period of thirty-five successive days, commencing October 3 and ending at midnight November 6, 1899; also instructing postmasters on the railroad lines, or such as might send mail direct to railroad lines, to take the weight of all matter, equipment, supplies, etc., sent to any railroad each day during the period above mentioned.

Blanks were prepared calling for the following information: First-class matter, second-class matter (postage-paid matter and matter free in county, separately), third and fourth class matter, Government free matter, equipment (pouches, sacks, etc.). Carefully prepared instructions were sent out with these blanks and sufficient time was allowed to permit postmasters to make inquiries upon any point not thoroughly understood before the weighing actually commenced.

The weighing is in progress at this time, and it is confidently hoped that the results will be equal to our expectations. The information called for will enable us to answer many questions that have puzzled the Department heretofore, and will form a safe and reliable basis, it is thought, for valuable statistics.

SPECIAL FACILITIES.

In submitting the estimates for several years past this office has declined to include the item of "special facilities," for reasons heretofore stated, but appropriations have, however, been made.

The annual rate of expenditure for the service on June 30, 1899, was $195,722.50, and this sum was expended as shown in the following statement:

Route. No.	Termini.	Railroad company.	Miles.	Pay per annum.
109004	New York, N. Y., to Philadelphia, Pa...	Pennsylvania	90.65	$11,331.25
113001	Philadelphia, Pa., to Washington, D. C..	Philadelphia, Wilmington and Baltimore.	137.43	17,178.75
114002	Washington, D. C., to Danville Junction, Va.	Southern	238.20	29,775.00
118013	Danville Junction to Atlanta, Ga.....	do	409.40	51,175.00
121003	Atlanta to Westpoint, Ga	Atlanta and West Point....	86.20	10,775.00
124001	Westpoint to Montgomery, Ala	Western Railway of Alabama.	85.63	10,703.75
124012	Montgomery to New Orleans, La	Louisville and Nashville ...	318.27	39,783.75
155010	Kansas City to Newton, Kans	Atchison, Topeka and Santa Fe.		25,000.00
	Total			195,722.50

The appropriation for the current fiscal year is $196,238.75.

No estimate is submitted for the next fiscal year.

ELECTRIC AND CABLE CAR SERVICE.

Number of routes		267
Length of routes	miles..	1,926.88
Annual travel	do....	4,978,130.15
Annual rate of expenditure		$275,448.73
Rate of cost per mile of length.....		$142.95
Rate of cost per mile traveled.....	cents..	5.53
Average number of trips per week.....		24.84

Comparison with the report for the previous year shows—

		Per cent
Increase in number of routes.....	38	or 16.59
Increase in length of routes..... miles..	376.65	or 24.29
Increase in annual travel..... do...	476,328.39	or 10.58
Increase in annual rate of expenditure.....	$21,508.96	or 8.47
Decrease in rate of cost per mile of length.....	$20.85	or 12.72
Decrease in rate of cost per mile traveled cent..	.11	or 1.95
Decrease in average number of trips per week	3.08	or 11.03

The appropriation for the last fiscal year was $300,000, the sum reported by the Auditor as expended, $255,684.19, leaving an unexpended balance of $44,315.81.

The appropriation for the current fiscal year is $350,000.

The annual rate of expenditure was:

July 1, 1899.....	$278,724.59
September 30, 1899.....	282,793.31

The sum estimated as necessary for the fiscal year ending June 30, 1901, is $350,000, being the same as for the current fiscal year.

The postmasters at Boston, Brooklyn, New York, Philadelphia, Baltimore, Washington, Chicago, St. Louis, and San Francisco were recently requested by me to submit brief statements as to what was accomplished last year in the way of good postal service by the electric or cable cars in those cities. Their replies, given herewith as Appendix No. 1 of this report, will be interesting reading to those who are studying this subject.

A complete use of the facilities afforded by street postal cars in cities must include the exchange of pouches between the post-office, branch offices, and railroad stations; direct dispatches that will make it unnecessary to rehandle mail in the main office; the delivery of pouches

containing letter carriers' mail to mail stations; the rearrangement of carriers' routes, so that they may begin to deliver immediately upon leaving such stations and spend their time within their districts, avoiding the expense of car fare and the waste of time in going long distances between the main office and their districts; the rearrangement of collection districts, so that collectors shall remain in their districts and deposit their box collections in accumulation boxes along the car lines, from which they will be taken by the postal cars; the delivery of packages of mail to and receiving them from large business houses and hotels along the line of cars; a general separation of mail on the car in transit, with a finer separation in some cases where the time will admit of it, and interchange of mail between stations. These are uses that may be made of the street postal cars, as demonstrated by practical experience.

It may be stated that the success of street-car service in a city will depend almost wholly on the attitude of the local office toward it. This bureau can furnish the facilities that make improved service in the city possible, but the details must be worked out by the postmaster. If he adjusts the other branches of his office so as to fit in with the car service and includes the features outlined above good results must inevitably follow; but if the cars are operated without reference to any other service there will be that lack of unity and completeness which will make but a poor showing and must ultimately suggest the withdrawal of electric cars as a means of carrying the mail in that city. It is gratifying to note that even in cities where good service by the cars has heretofore been rendered those who are engaged in the work find new possibilities for improvements opening up, so that the future is still more promising.

In Boston delivery has been expedited by direct pouches from incoming trains to mail stations, and the routing of mail is done on the electric cars for the carriers of a large number of stations.

In Brooklyn all of the sixteen branch offices are supplied by the electric cars; the clerks on the cars work an average of 6,100 pieces of first-class mail per clerk per day for carriers' delivery. All the mail for New York City is distributed by stations and is ready upon reaching the main office for immediate dispatch by pneumatic tube to New York.

Of all the mail collected from boxes in Baltimore to go to the main office, 45 per cent is carried from the collection district to the main office by street cars. By a change in schedules the pieces of mail handled by the street-railway postal cars have increased from 8,000,000 to 29,000,000 a year. Nearly 75 per cent of all the mail matter handled on the cars is made up by the clerks ready for dispatch when it reaches the main office. The routes of foot collectors are laid out contiguous to the car lines, the collectors remaining in their districts and not carrying their mail to the main office as formerly.

In Chicago the four lines of cable cars connect twelve out of forty-one carrier stations and handle 12 tons of mail per day, one-third of which is first-class matter; large quantities of mail are kept out of the main office by direct dispatches and expedition secured thereby.

In St. Louis the system of street-car service has been in operation longer than in any other city and excellent results have been attained. There the stations are located along the car lines, and the carrier districts are arranged for the carriers to start from their respective stations, beginning delivery from the starting point. No time of carriers is lost in traveling from main post-office to their districts. No allowance of car fares to carriers is necessary. The carriers in the outlying districts

are able to begin their deliveries but a short time after those in the down-town district begin theirs. Collection districts are similarly arranged, the cars taking the collections to the main office. Packages of mail are tied out at the main office for important business concerns, hotels, and public buildings along the lines of cars and are delivered by the clerk on the car as he passes along. The postmaster remarks that he has been enlarging on this idea with pleasing results and thinks this is a feature of the system that will be widely developed.

These are but part of the advantages derived from the employment of electric cars in the postal service, as noted by the postmasters at the cities mentioned.

As to the closed-pouch service by electric cars to suburban post-offices and between small towns off the line of steam roads, the increased expedition and frequency and the moderate cost make it immeasurably superior to the star or messenger supply, upon which such offices would otherwise depend.

A complete list of the electric and cable car service in operation June 30, 1899, will be found in Table F, appended to this report.

RAILWAY MAIL SERVICE.

It is only necessary for me to give here an outline of the subjects which form the report of the General Superintendent. His report sets forth in detail the operations of that service during the fiscal year under review and will be found in its proper place.

Extent of service and force employed.—At the close of the year there were 1,268 lines of traveling post-offices (railway, steamboat, and electric and cable cars), covering 177,747 miles in length; the number of clerks employed was 8,460; the annual miles traveled by them in crews, 193,529,142; adding to this the closed-pouch and express-pouch service, the grand total of miles traveled was 296,782,270.

Equipment.—The number of whole cars and apartments in use and in reserve was 3,506. In addition to the foregoing there were 63 cars on electric and cable lines and 71 apartments on steamboat lines.

Distribution.—There were handled by railway postal clerks during the year 7,118,422,840 of first-class matter and 6,233,569,885 of all other classes of matter, making a total of 13,351,992,725 pieces, which includes 519,870,465 pieces of city mail separated in railway post-offices. This amount of mail is an increase of between 4 and 5 per cent over the preceding year's record. In addition to this there were handled by railway postal clerks 15,866,847 packages and cases of registered matter, 1,063,049 through registered pouches, and 607,162 inner registered sacks, making in all 17,537,058.

There were 1,312,388 errors made by the clerks in distributing this matter, which is over 10,000 correct to every error made. Under the heading of "nixes" (matter so illegibly or improperly addressed that it could not be delivered in the way it stood) there were embraced 14,606,085 pieces as compared with 13,503,486 of last year, an increase of 1,102,599 pieces. Seven million seven hundred and twenty-four thousand nine hundred and forty-six were returned to writers or corrected and forwarded to destination, the balance being sent to the Dead-Letter Office for disposition.

Case examinations.—These examinations are held every year to test the knowledge of the clerks as to their duties. During the year in question there were 20,194 examinations of regular and probationary clerks, comprising 22,032,415 cards, with an average per cent correct of

98.71, as against 98.30 the year previous. In addition to the same there were 2,082 examinations of substitutes; number of cards handled, 1,918,111; per cent correct, 98.43.

Casualties.—There were 799 casualties this year (a greater number than any previous year since the history of the service), embracing 6 killed, 50 seriously injured, and 162 slightly. This is a subject which we approach with a great deal of thought and consideration. Notwithstanding the improved methods of car construction and railroading constantly going on, the record of casualties, year by year, will, in the very nature of things, keep growing, for the force of clerks is increasing and the speed of trains hastened as time moves on.

The Department is at present authorized to continue for periods not exceeding one year the pay of clerks who may be injured while in the performance of duty. It would seem altogether reasonable that when clerks are killed outright in the discharge of duty the Postmaster-General should be authorized to pay to the widows and minor children an amount equal to one year's salary, or not exceeding $1,000, especially when this might be done out of funds arising from deductions on account of failures to perform duty and from a slight per cent deducted from salaries. The subject is well worthy the attention of Congress.

Reorganization and reclassification—The bill for the reclassification of the clerks of the Railway Mail Service, which has been before Congress for some time and is referred to at length in the report of the General Superintendent, should appeal more strongly than ever to the favorable action of Congress at its coming session. The last reorganization occurred in 1881. Many important changes have occurred in the service since that date. Present salaries are not equitably adjusted to the nature of the work performed. Higher grades of work call for additional classes to secure proper supervision. In comparing salaries and compensation of the clerical force it must be remembered that salaries of railway postal clerks include the per diem or travel pay. The net compensation, after deducting extraordinary expenses of travel, is in many cases inadequate to support their families and properly educate their children. As a result, applications for transfer to clerical positions in the Department and in the local post-office are numerous and pressing.

Notwithstanding the increased cost of living in a large city, railway postal clerks are willing to accept transfer at a reduction of from $100 to $250 per year in salary. Several such transfers have been made to this office within the past year. Clerks in local positions are at home with their families. They avoid the risks incident to exposed travel; save wear and tear of clothes and other incidental expenses. In foreign countries a specific allowance is made to all officials and clerks who travel. In Great Britain railway postal clerks are taken chiefly from the London office, and when under such detail receive from 30 to 80 per cent increase in salary. In France a specific allowance for travel expenses ranges from $140 to $300 a year, which amounts to from 15 to 40 per cent increase in their regular salaries. In Germany a graduated allowance is made based on the number of miles traveled, number of hours at lie-over points, etc. Indeed, in the case of all other Government officials and clerks in this country the necessary traveling expenses are provided for by an allowance of from $2 to $4 per day.

If the present salaries of our clerks seem higher than those prevailing in foreign countries, it must be remembered that the amount of work performed by one clerk in our service equals the work of two and

sometimes of nearly three clerks in European countries. For instance, the number of railway post-office cars reported in France is 468, and the number of clerks performing service in them 2,852, an average of over 6 clerks per car. As compared with this, in our country we have 7,662 railway postal clerks performing the service in 3,506 cars and apartments, an average of 2.18 clerks per car. The great advertising interests of this country and their publishing houses may well be required to pay approximately the cost of handling the immense volume of mail thrown upon postal clerks in recent years. In that event the salaries of clerks might be readjusted, a proper reclassification secured, and the deficit disappear within the same fiscal year. A surplus, indeed, would remain to justify needed improvements and betterments in postal administration.

City distribution.—This is a matter that has received considerable attention at the hands of the Railway Mail Service, as it forms one of the most improved methods of expediting mail in transit. Commencing with this fiscal year the city distributers, sent out of post-offices to meet incoming trains to make the city distribution, were transferred to the Railway Mail Service and hereafter their work will be shown in the annual report of that service. This effects an economy in money and at the same time renders just as efficient service as under the former plan.

Second-class matter.—There were 352,051,008 pounds of second-class matter received from publishers this year as against 336,126,338 received last year, not including free county mail. Adding free county mail swells the record of this year to 414,178,382 pounds, or 207,089 tons. It is shown that many of the publishers have, on request, rendered the Post-Office Department valuable assistance in the way of putting their matter into such shape as to render unnecessary a rehandling of it at the office of origin, but it is thought that the full benefit of such an arrangement can not be gained unless legislation is enacted requiring this service by publishers to be made compulsory.

Destructive matter in the mails.—Matter of an explosive or inflammable nature, as well as live and dead (and not stuffed) animals, etc., are denied admission to the mails by section 321 of the Postal Laws and Regulations. However, either through carelessness or indifference, a great amount of this character of matter now finds its way into the mails, and it is thought, therefore, that further restrictive legislation should be enacted whereby a penalty, either fine or imprisonment, will be imposed upon any person who knowingly places matter of this kind in the mails. I have suggested that the matter be brought to the attention of Congress.

Mails for the army and naval forces in the Philippines.—Mail is carried to the Philippines by Government transports, and as some of them have greater speed than others and overtake the slow boats at Honolulu, it was thought advisable to station a chief clerk at that point to transfer the mails from the slow vessels to the faster ones, thus expediting their ultimate delivery at Manila. It is believed that he, in conjunction with the postmaster at Honolulu, is doing good work in the direction desired.

Mail weighing.—During the last weighing, as during the preceding one, the assistant superintendents of Railway Mail Service were directed to pass over the different lines, for the purpose of giving instructions where necessary, to those employed in taking the weights of mails, and to detect irregularities that sometimes occur when the weighings are in progress. I am satisfied that their assignment to this duty has conserved the interests of the Department in every particular.

Badges.—This year has seen the putting into effect of the recommendation of the General Superintendent of last year that railway postal clerks be required to wear a badge instead of the regulation cap, which, it was claimed, was not suitable, especially in extremely warm or extremely cold climates. Legislation was had last session of Congress taking this matter up and appropriating a sum of money sufficient to make the badges required. The clerks are now wearing them, and we have every reason to believe that the benefits sought after will meet all expectations.

Lap service on railroads.—By this is meant cases where one railroad company leases the right to run its trains over the road of another railroad company, which usually brings up the right of the Department to use the trains of both companies over the track they use jointly. The matter of compensation involved in this arrangement is one that should be adjusted between the companies themselves and not between the Department and the companies, inasmuch as the Department holds to the right of using all trains of either company running over that track.

Improvements.—The record of new and improved service of this year was 26,838 miles, as against 17,370 miles of last year, and exceeds the record of any year since and including 1891. A special feature of the improvements during the year has been the quickening in schedules of trains on some of the important trunk and trans-continental lines, thus bringing the Atlantic seaboard and the Pacific seaboard in quicker communication with each other and, incidentally, the intermediate points of our country.

Recommendations.—I concur in the General Superintendent's recommendation regarding a modification of the civil-service promotion regulations, having in effect a simplification of the present rules and regulations in that regard. It is believed that such a modification will give better results and effect a saving of time.

I favor the recommendation again made for legislation to punish persons who, by force, attempt to enter a car or apartment in a car used for the distribution of mail, or who assault a railway postal clerk in the discharge of his duties as such.

I approve the recommendation for legislation providing for the compulsory separation by publishers of second-class mail matter. The work of the assistant superintendent, mentioned in my report of last year, has been continued through the year just closed and with marked success in securing from a very large majority of the publishers a willingness to undertake this work of separation. The fact, however, that so many publishers are willing to cooperate with the Government in this great reform makes it all the more important that the few who seem to be unwilling to involve themselves in any expense or trouble should be required to do so by law, more especially in view of the low rates of postage, which are far below the actual expense of handling their publications.

RAILWAY POST-OFFICE CARS.

Number of routes		238
Length of routes	miles..	43,178.33
Annual rate of expenditure		$4,175,724.86

Comparison with the previous year shows—

		Per cent.
Increase in number of routes		15 or 6.72
Increase in length of routes	miles..	2,715.82 or 6.71
Increase in annual rate of expenditure		$258,253.19 or 6.59

The appropriation for the last fiscal year was $4,000,000, and the sum expended, as reported by the Auditor, $3,960,953.86; balance unexpended, $39,046.14.

The annual rate of expenditure was—

July 1, 1899	$4,216,995.21
September 30, 1899	4,259,862.36

The amount reported by the Auditor as withheld from the Pacific railroads on account of railway post-office car service is $99,066.07.

The appropriation for the current fiscal year is $4,204,500.

The amount estimated as necessary for the fiscal year ending June 30, 1901, is $4,561,000, being $356,500, or 8.47 per cent, more than for the current year.

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on—

June 30, 1899	$8,610,732
Number of clerks	8,388

Comparison with previous year shows—

	Per cent.
Increase in number of clerks	389 or 4.86
Increase in annual rate of expenditure	$388,228 or 4.72

The appropriation for the last fiscal year was $8,425,000, which, with the further sum of $42,000 appropriated by the deficiency act of March 3, 1899, made $8,467,000 available for this purpose, of which the auditor reports having paid out $8,429,980, leaving an unexpended balance of $37,020.

The appropriation for the current fiscal year is $8,796,000.

The sum estimated as necessary for the fiscal year ending June 30, 1901, is $9,400,000, being $604,000, or 6.86 per cent more than the appropriation for the present year.

MAIL EQUIPMENTS.

The amount of the appropriation for mail bags with their appurtenances, and for the repair of mail-bag equipment, was $275,000; amount expended was $274,642.64, leaving an unexpended balance of $357.36. For details see Table O.

The amount of the appropriation for mail locks and keys, etc., including repairs of same, was $48,000; amount expended, $42,696.28, leaving an unexpended balance of $5,303.72. For details see Table P.

The amount of the appropriation for rent and maintenance of mail-bag and mail-lock repair shops was $8,500, out of which $8,002.24 was expended, leaving an unexpended balance of $497.76. For details see Table Q.

Comparing the three several accounts with those for the previous fiscal year, it is found that there was a decreased expenditure of $44,401.20, or 13.91 per cent, for mail bags, etc.; an increase of $4,489.72, or 11.75 per cent, for mail locks, keys, etc., and a decrease of $449.27, or 5.31 per cent, for maintenance of repair shops; the net decrease on the three accounts being $40,360.75.

The appropriations for the current fiscal year are:

For mail bags, cord fasteners, label holders, etc., and for labor and material necessary for repairing equipment	$275,000
For mail locks and keys, chains, tools, machinery, and labor and material necessary for repairing same	43,000
For rent of building for mail bag and for mail lock repair shops, and for fuel, gas, etc	8,500

The amounts estimated as necessary for the fiscal year ending June 30, 1901, are—

For mail bags, cord fasteners, label holders, and for labor and material necessary for repairing equipment	$275,000
For mail locks and keys, chains, tools, and machinery, and for labor and material necessary for repairing same, of which sum not exceeding $200 may be used for the purchase of additional badges for railway post-office clerks and for the repair of such badges as may become damaged in service.	43,000
For rent of building for mail-bag repair shop and lock repair shop, and for fuel, gas, watchmen and charwoman, oil and repair of machinery for said shops	8,500

The aggregate amount of these three estimates is the same as the sum of the corresponding appropriations for the current fiscal year.

The number of bags of all kinds purchased during the fiscal year under review was 189,100, at a cost of $147,107.90.

The number of bags made in the mail-bag repair shop during the year was 5,078; the number repaired, 1,345,902, and the number condemned as worn out and unfit for further service, 132,792. For details see Table U.

Contracts for miscellaneous supplies.—In Table N is shown the record of contracts made for supplies for the mail-equipment shops to be furnished during the present fiscal year under the advertisement and specifications issued March 21, 1899, as well as the contract prices for similar articles furnished during the fiscal year immediately preceding.

Number of mail pouches and sacks in use.—Table Y shows the number of mail bags of all sizes and styles in the service on June 30, 1899, from which it appears that there were, in the aggregate, 60,611 more bags in use (exclusive of coin sacks) at that time than on the corresponding date of the previous year.

Eagle mail locks.—The number of Eagle mail locks in the service on June 30, 1898, was 437,883, to which should be added 43,190 made during the succeeding fiscal year, making the number on hand, in use, and reserve on July 1, 1899, 481,073.

In my annual report for the fiscal year ending June 30, 1898, I took occasion to refer to the rapid corrosion of the iron Eagle mail locks used on ordinary mail pouches. During the year under review all ordinary mail locks supplied by this Department to the Cuban and Porto Rican mail services have had a practically noncorrosive coating applied thereto, and the results have been so satisfactory, after several months trial, that all of this class of locks made at the mail-lock repair shop for our inland service, and such as are received there for repairs, will be treated in a similar manner. This action will, it is believed, render a new lock of more expensive material unnecessary, and will serve to prolong the life of locks now in use for many years to come.

Aside from the quantity of locks and keys made and repaired in the mail-lock repair shop, the output of that establishment is used in the manufacture and repair of mail bags. These articles consist of cord fasteners, label cases, pneumatic-tube metal work, clamps for inner registered sacks, tubular brass and steel clip rivets, staples of all kinds, burrs, D rings, clips, grommets, and such other metal work as is required by the mail-bag repair shop, which is located in the same building. For details see Table S.

In connection with the transportation and handling of army mail during the late war with Spain, it may be well, even at this late date, for me to state as a matter for future reference in case of necessity, that special mail equipment, consisting of pouches and sacks of suitable size and convenient shape to be carried on either horseback or by hand,

together with locks and keys of different combination from those used in our regular service, were manufactured at the mail-bag repair shop and properly issued for use in the field of military operations or at encampments.

These articles were for use in making direct exchanges of mail between post-offices, postal stations, or side-tracked postal cars, and regimental headquarters within the limits of neighboring camps. Under instructions from this office, a pouch, lock, and key were issued to each regimental commandant, to be placed by him in the custody of some responsible person who was to be designated by him to take charge of all regimental mail (the chaplain being usually selected for the purpose), while the odd key and surplus pouches, sacks, and locks were to be retained by the postal official in charge of the office or station at the source of supply.

These pouches, sacks, locks, and keys were charged on the books of this office to the postal official to whom they were delivered, and it was therefore important that they should take receipts for each article delivered to a regimental representative, which was done. As the same style of equipment had been furnished to postal officials near all army corps encampments in this country, Cuba, and Porto Rico, it was essential in the interests of economy and in order to have a supply available when needed to require of them that upon the transfer of any regiment to a point beyond the limits of their postal delivery to see to it that the pouch, sack, lock, and key originally issued to the departing regiment were returned to the office or station from which they were received, in order that the articles might be promptly available for reissue.

Distinctive mail equipment for Cuba, Porto Rico, and the Philippine Islands.—During the year just closed this office has furnished the Cuban postal administration with a complete outfit of distinctive mail equipment, consisting of mail pouches, sacks, locks, keys, and label cases, which have been paid for in kind from the postal revenues of the island.

The necessary equipment is now on hand for the manufacture of such equipment as Porto Rico and the Philippine Islands may need, and as soon as the directors-general are heard from in the matter, work will be commenced on the special equipment and the same will be hurried to completion. It is believed that this equipment can be paid for from the postal revenues of the islands, and that the appropriation of $300,000 made under the act of Congress, approved March 1, 1899, for postal service in the territory held by military occupation, need not be encroached upon by this office in order to place these islands on practically an independent basis so far as mail equipment is concerned.

Pneumatic tube pouches.—Pneumatic tube pouches for the conveyance of registered mail through the tubes connecting the New York post-office, Station H, the Grand Central Depot, and Brooklyn, were made at the mail-bag repair shop and introduced into the service during the year with very satisfactory results. Such mail can now be handled much more expeditiously and with greater security than heretofore. Experimental pouches for the carriage of ordinary mail in the same manner are now undergoing a practical test at the offices and stations mentioned, and if these tests should prove entirely satisfactory, this style of pouch will be added to the schedule of equipment supplied by the Department. The pouches in question are made of leatheroid, of cylindrical shape and perfectly rigid, and are so formed as to closely fit the metal carrier. A detachable lock is used on both styles of these pouches.

Waste material.—Waste material, consisting of scraps of metal, cotton, etc., which could not be used for any other purpose in our shops, was disposed of from time to time in the usual way, and the sum of $6,510.93 was covered into the Treasury of the United States on this account during the fiscal year ending June 30, 1899.

Miscellaneous improvements.—Among the minor improvements made in mail equipment during the year may be mentioned the new perforated mail bags for the transportation by mail of live queen bees from our Western Coast States to islands of the Pacific Ocean. Prior to the introduction of this new sack complaints were made to the Department that queen bees carried in closed sacks were smothered in transit. In order to overcome this difficulty a new bag with one-half inch open grommets to the number of 46 were inserted in both sides and bottom, which would admit of a free circulation of air through the bag regardless of the place and manner in which it was stacked. This improvement seems to have fully met the requirements as no complaints have been received since the adoption of this style of sack.

In order to avoid the annoyance and trouble experienced by railway post-office clerks and others in handling No. 1 sacks, caused by the cord pulling through the fastener, a simple device is now being attached to the ends of the cord, which clamps the two ends together and thereby prevents the loss of the card and fastener from the sack. The saving in the length of cord used in each sack will more than offset the cost of this improvement.

To prevent mail matter from sticking in the inside corners of the oblong mail sacks, two lines of machine stitching, 4 inches in length, is being run across the two corners of the sacks, which, it is believed, will obviate the difficulty, and at the same time will afford a better hand hold, when the sack is filled, in the operation of dumping out its contents in transit.

As it has been shown to the satisfaction of this office that the method of fastening the strap handle of the canvas and leather pouches interferes with the expeditious running of the strap through the staples in order to close the pouch, this difficulty is now being remedied by inserting two grommets, horizontally, on the outside of the pouch head, through which the ends of the handles pass to be riveted on the inside of the canvas. This will serve to remove the obstruction complained of.

Improvements in mail equipment.—In pursuance of the quadrennial advertisement issued March 23, 1899, for proposals for the use of patented improvements in mail pouch and mail sack opening and closing devices, etc., under specifications furnished by the Department, this office, on the 6th day of September last, in the presence of such bidders as were present, opened and read aloud such bids as had been received up to the hour of noon of that day.

The results were as follows:

Whole number of bids received, 45; range of prices bid, from 4 cents to 75 cents royalty, and from $1,500 to $400,000 in the price of the patent if the same were to be purchased or bought.

In carrying out the conditions set forth in the specifications, the following order (No. 573) was issued by the honorable the Postmaster-General:

The following * * * are designated as a committee to carefully and thoroughly examine all models submitted under advertisement dated March 23, 1899, for proposals for improvements of mail bags, etc., and in accordance with the specifications accompanying the same, and to ascertain by suitable tests, and report to the Postmaster-General, the merits and demerits of each, in reference to their adaptation to the wants and conditions of the mail service, and also, if, from the facts

ascertained, any be found which in their opinion are either necessary or desirable to supply a real want of the postal service, or will unquestionably contribute with due economy to its convenience and efficiency, to specify and recommend for adoption such one of each class of patented inventions as may in their judgment be suitable and advantageous, giving briefly the reasons for such preference, together with approximate estimates of the cost of manufacture compared with the cost of corresponding articles now in use.

In making its report under these instructions the committee took occasion to say that it had carefully and thoroughly examined all the models submitted, and while some of them are ingeniously constructed and show splendid workmanship, it has not found among them even one which in its opinion is equal to the standard pouch now in use by the Post-Office Department. After completing its work on the models submitted under the advertisement, it found two pouches owned by the Government that are provided with devices, which, with some improvements that can be readily made, will, the committee believes, adapt them to the postal service and be more satisfactory than the standard pouch, for the reason that they can be opened and closed more quickly, be manufactured at less cost, and are lighter in weight; this last being an important consideration because of the effect it would have upon compensation paid to railroad companies for transporting the mails.

The first of the pouches owned by the Government is strongly recommended by the committee, but it is requested that before its adoption for general use, it be tested on one or more railway post-office lines. This is considered a very wise recommendation and immediate steps will be taken to carry the same into effect. As the committee states, this pouch is 1 pound 13 ounces lighter than the standard pouch, and as there are in use at the present time about 230,000 pouches, a very large number of which are used several times each day, it will be seen that the saving of weight in the aggregate would be very great. It is also estimated that the cost of its manufacture will be about 40 cents per pouch less than that of the standard pouch (No. 2 B), which also shows that its adoption would be very desirable from an economical standpoint. While the committee believes that this pouch will stand any practical test to which it may be subjected, it suggests in the event of its failure to do so, that the second pouch referred to as belonging to the Department be improved as suggested by the committee, and then be subjected to a like test.

In the investigation of this matter something more than the facility with which a pouch is opened and closed must be looked into in examining proposed substitutes for mail pouches in present use. Original cost, strength, flexibility, durability, weight of the material, security of fastening, facility with which repairs may be made, cost of maintaining such equipment in serviceable condition, whether adapted to use in present post-office and postal-car pouch racks, weight of the pouch complete, as well as the ease with which the device is operated in opening and closing the pouch, are some of the factors entering into the consideration of such a question, and it is quite evident that the committee has made a close study of the matter from the fact that it is stated in their report that "the committee found, in examining the models submitted, certain devices having features that it regarded as so undesirable as to justify the Department in announcing in future advertisements that it will not accept a proposal relating to a pouch having inflexible head, hidden mechanism, locks attached to pouch permanently, solid metal front when locked, pouches that will not hang in a space measuring 8 by 12 inches."

In this connection I may be permitted to state that it is the intention

of this office to reduce the weight of mail equipment to the lowest possible limit consistent with strength, durability, and security, and it has evidently had this object in view for many years past, as it is ascertained from the old records of the Department that about the time of the advent of the steam railroad in America postmasters were permitted to purchase such bags as were needed for the postal service from the stock "kept on hand at Colonel Jewett's factory, in Columbus, Ohio, for the supply of the Post-Office Department," and that the weights and prices of these pouches were as follows:

Round bags:	Size No. 1, 27-inch head, weight 34 pounds	$27.00
	Size No. 2, 24-inch head, weight 30 pounds	24.00
	Size No. 3, 22-inch head, weight 25 pounds	22.00
	Size No. 4, 19-inch head, weight 20 pounds	19.00
End bags:	Size No. 1, 22-inch head, weight 15 pounds	15.00
	Size No. 2, 19-inch head, weight 12½ pounds	12.75
	Size No. 3, 17-inch head, weight 7½ pounds	9.00
	Size No. 4, 12-inch head, weight 6 pounds	7.50

For the purpose of comparison I would state that the pouches now being issued are as follows:

Size No. 2, about 24-inch head, weight 8 pounds 6 ounces	$2.4444
Size No. 2, about 21-inch head, weight 7 pounds 4½ ounces	2.06
Size No. 4, about 18-inch head, weight 6 pounds	1.7111
Size No. 5, 14-inch head, weight 4 pounds 7 ounces	1.3121

And as will be seen from the committee's report referred to above, a further decrease in weight and price is contemplated.

Description of new bag-fastening devices.—The pouch and sack fastening devices recommended by the committee, and which are about to be given a thoroughly practical trial, with a view to their adoption by the Government, may be described as follows:

An iron link $\frac{17}{64}$ by 1 inch, inside measure, fastened by a clip $\frac{3}{4}$ by 1 inch to one end of the strap by two of our improved tubular rivets. The strap for a No. 2 B pouch is $5\frac{3}{8}$ inches long by 1 inch wide, and should not be less than $\frac{5}{32}$ inch thick. To the opposite end of the strap a clip $1\frac{1}{32}$ by 1 inch is attached by the tenons of the locking staple passing through the clip and strap and riveted. This clip, before being fastened to the strap, passes through a hole in one end of a hasp.

In locking the pouch the canvas head is gathered into as small a space as possible. The strap is then passed around the canvas, the hasp is passed through the link on the opposite end of the strap and is pulled backward over the staple. The hasp acts as a lever and greatly assists in drawing the strap tightly around the canvas head. The shackle of a lock is then passed through the staple and is locked in the usual manner. Near one end of the strap a label case is attached by a small staple. This label case is also used as a handle in pulling the strap around when fastening the pouch.

The whole device is attached to the pouch about $4\frac{1}{2}$ inches from the top by two small rivets, which pass through the center of the strap.

In view of the fact that our mail sacks, upon which it is proposed to use a locking contrivance, are made of much heavier material and in a different shape from the pouches, the following-described fastening device is to be used in lieu of the one provided for the pouches:

A strap 12 inches long by 1 inch wide, to one end of which is fastened, by two tubular rivets, a clip which passes through a link. To the opposite end of the link is attached a hasp, in such a manner that it would be impossible to remove it when in a locked position without breaking or cutting it. Near the center of the link and a part of it is a bar covered with a roller. The strap is riveted to the sack about $4\frac{1}{2}$ inches

from the top by a staple, the tenons of which pass through the strap at a distance of about 5½ inches from the link.

In locking the sack the canvas is gathered the same as in the pouch. The staple is then passed around the canvas, and the end is passed through the link over the roller and drawn tightly until the hasp is in such a position that it can be passed over the staple. The lock is attached to the staple in the usual manner.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports at frequent intervals are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

Gross amount of deductions and fines from the pay of postal contractors and others during the fiscal year ended June 30, 1899		$251,476.19
Amount of remissions on deductions on account of satisfactory explanation	$9,163.30	
Amount of remissions on fines	227.57	
		9,390.87
Net amount of deductions and fines under orders issued during the fiscal year ended June 30, 1899		242,085.32

The above amounts are classified as follows:

Service.	Deductions and fines.	Remissions.	Net deductions and fines.
Railroad service	$100,046.90	$3,118.58	$96,928.32
Star service	87,240.52	5,995.54	81,244.98
Steamboat service	21,823.92	185.55	21,638.37
Mail-messenger service	1,637.69	18.79	1,618.90
Regulation, screen, or other wagon service	3,928.94	45.82	3,883.12
Pneumatic-tube service	32,110.12		32,110.12
Electric and cable car service	1,584.42	10.08	1,574.34
Postal clerks	3,103.68	16.51	3,087.17
Total	251,476.19	9,390.87	242,085.32

FOREIGN MAILS.

The details of the foreign mail service are given in the report of the Superintendent of Foreign Mails to this office, to which attention is invited.

The net cost of the transportation of foreign mails during the fiscal year ended June 30, 1899, was distributed as follows:

Trans-Atlantic service	$883,816.49
Trans-Pacific service	227,243.37
Miscellaneous service	374,090.23
Panama Railroad Company	20,876.21
Sea post service	29,122.81
Steamboat and wagon transfer service, New York	35,437.00
Miscellaneous items, telegrams, etc	966.17
Sea conveyance from the United States of closed mails of foreign origin	57,054.43

Paid to foreign countries for the intermediary transit of closed mail of United States origin		$239,791.85
Open-mail matter of United States origin		23,982.46
Expense of United States postal agency at Shanghai		1,922.36
The United States' share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale, and the Universal Dictionary of Post-Offices		768.72
Aggregate cost of the service		1,895,072.10
Less amounts received for the intermediary transit of closed mail of foreign origin	$197,572.97	
For intermediary transit of open-mail matter of foreign origin	52,810.03	
Receipts at United States postal agency at Shanghai for postage stamps sold and postage and box rents collected	1,571.15	
		251,954.15
Net cost of the service		1,643,117.95

The appropriations for the last fiscal year were $1,850,000 for transportation and $142,000 for balances due foreign countries. The amounts expended, as shown by the Auditor's report under accounts stated to September 30, 1899, were $1,629,749.83 and $140,101.15, respectively.

The appropriations for the current fiscal year are $2,154,000 for transportation and $145,000 for balances due foreign countries.

The amounts estimated as necessary for the fiscal year ending June 30, 1901, are:

For transportation	$2,248,000
For balance due foreign countries	145,000

The service on four of the routes under contract for ocean mail transportation which was interrupted in April, 1898, because the steamers were taken by the Government during the war with Spain was resumed in September and October following.

The expedited transfer of mails in New York Harbor from incoming trans-Atlantic steamers to the wharves convenient to the New York post-office and the several railroad stations has continued with satisfactory results. The contractor constructed a new boat, known as the *Postmaster-General*, designed specially for this service and peculiarly adapted to its needs. Its trial trip was made December 10, 1898, and it has since been used for this purpose.

Two parcels-post conventions have been negotiated; one with Venezuela and one with Germany.

The details of the operations of the foreign service will be found in the report of the Superintendent of Foreign Mails.

At the request of the Congressional Postal Commission, Mr. V. J. Bradley, Superintendent Railway Mail Service, was detailed to accompany one of its members to Europe. In addition to the service he rendered the commission he, as an officer of this Bureau, was directed by me to obtain some general information relating to the organization and practical working of the postal systems of the countries which he should visit, having special reference to the Railway Mail Service. His report on this subject is an interesting one, and is given as Appendix No. 2, herewith.

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year reported by the Auditor as shown by accounts stated to September

30, 1899, the appropriation for the current fiscal year, and the estimate of amount required for the next fiscal year, for each item of service:

	Expenditures for fiscal year ending June 30, 1899.[1]	Appropriations for fiscal year ending June 30, 1900.	Estimate for fiscal year ending June 30, 1901.
Star service, including special offices	$4,999,280.88	$5,025,000	$5,240,000
Steamboat service	434,200.98	500,000	545,000
Railroad transportation	31,621,486.12	33,275,000.00	33,870,000
Railway post-office cars	3,960,953.86	4,204,500.00	4,561,000
Railway post-office clerks	8,429,980.00	8,796,000.00	9,400,000
Mail-messenger service	907,668.25	950,000.00	950,000
Electric and cable car service	255,684.19	350,000.00	350,000
Wagon service (in cities)	726,162.73	750,000.00	750,000
Pneumatic-tube service	189,487.16	225,000.00	725,000
Necessary and special facilities on trunk lines	176,903.95	196,238.75	
Mail equipments	325,094.18	326,500.00	326,500
Miscellaneous expenses	999.41	1,000.00	1,000
Total inland service	52,027,901.71	54,599,238.75	56,718,500
Foreign mail transportation	1,629,749.83	2,154,000.00	2,248,000
Balances due foreign countries	140,101.15	145,000.00	145,000
Total	53,797,752.69	56,893,238.75	59,111,500

[1] Under accounts stated to September 30, 1899.

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this office (including foreign mails) by fiscal years from 1888 to 1899, inclusive, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased expenditure over preceding year.	Per cent.
1888	$30,393,209.53	$1,647,064.97	5.72
1889	33,506,648.73	3,113,439.20	10.24
1890	35,246,162.89	1,739,514.16	5.19
1891	38,039,584.78	2,793,421.89	7.92
1892	40,358,432.04	2,318,847.26	6.09
1893	42,904,593.38	2,546,161.34	6.30
1894	44,920,033.64	2,015,440.26	4.69
1895	45,716,380.33	796,346.69	1.77
1896	47,894,486.56	2,178,106.23	4.76
1897	49,897,992.32	2,003,505.76	4.18
1898	[1] 52,278,040.71	2,380,048.39	4.76
1899	[1] 53,797,752.69	1,519,711.98	2.90

[1] Under accounts stated to Sept. 30, 1899.

The aggregate of appropriations for this office for the current fiscal year is $56,898,238.75, being $2,546,500, or 4.68 per cent, more than for 1899.

The estimate for the fiscal year ending June 30, 1901, is $59,111,500, being $2,213,261.25, or 3.89 per cent, more than the appropriations for the current fiscal year.

TABLES APPENDED.

Accompanying this report and as a part thereof are 25 tabulated statements, which contain in a concise form a great deal of information and interesting matter relating to mail transportation. They are briefly described as follows:

TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year.

TABLE B.—Statement showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service.
TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes.
TABLE D.—All steamboat service in operation, shown by States and routes.
TABLE E.—Regulation, screen, or other wagon service, in detail by States and routes.
TABLE F.—All electric and cable car service in operation June 30, 1899.
TABLE G.—Statement of service by classes, showing the extent of service in operation June 30, 1898 and 1899, respectively, the increase or decrease, and the percentage of increase or decrease.
TABLE H.—Statement of weights of mails, speed, accommodations for mails, pay, etc., on railroad routes on which the pay was readjusted.
TABLE I.—Statistics of railroad mail service from 1836 to 1899.
TABLE K.—Pneumatic-tube service.
TABLE L.—Increases and decreases in each class of service, by States.
TABLE M.—Statement showing deductions and fines imposed and remissions made on pay of contractors.
TABLE N.—Statement of contracts for mail equipments made or in effect during last fiscal year.
TABLE O.—Itemized statement of the number, prices, and cost of all mail bags and the cost of wages, cotton canvas, leather, and other material paid for last year out of the appropriation for mail bags, etc.
TABLE P.—Expenditures for supplying the service with mail locks and keys.
TABLE Q.—Expenditures for repair shop for mail equipment.
TABLE R.—Number and kind of bags repaired and made in the equipment shop.
TABLE S.—Itemized statement of work done in the mail-lock shop last year and a contrast of the cost of the same with the cost under the last contract.
TABLE T.—Expenditures for mail bags 1877 to 1899, compared with growth of the service as indicated by other statistics.
TABLE U.—Mail bags received at and issued from the mail-bag storehouse in this city last year.
TABLE V.—Mail bags repaired and condemned 1890 to 1899.
TABLE W.—Mail bags used at the New York post-office last year.
TABLE X.—Mail equipment used in the eight grand depository post-offices.
TABLE Y.—Mail pouches and sacks in service since June 30, 1899.
TABLE Z.—Statement of condemned material sold.

The official force of this bureau has performed an increasing amount of regular work and considerable extra and special work with commendable intelligence and fidelity. I am indebted to my chief clerk and chiefs of divisions for original suggestions and hearty cooperation in securing the marked improvements and economies outlined in this report.

Respectfully submitted.

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Hon. CHARLES EMORY SMITH,
Postmaster-General.

EXHIBIT NO. 1.

ELECTRIC STREET-CAR MAIL SERVICE IN CITIES.

The postmasters at Boston, Brooklyn, Baltimore, Chicago, New York, Philadelphia, St. Louis, and San Francisco having been invited to submit statements showing the results from street-car mail service in their cities last year, letters have been received from them as follows:

From the postmaster at Boston, August 14, 1899.

Replying to your letter of August 3, in which you ask for a statement of what was accomplished during the fiscal year ended June 30 by the transfer of mails by electric cars in this city, etc., I beg to state that only minor changes have been made

in the electric-car service at this office during the past year, but the work accomplished has considerably increased, and we are realizing its utility more as time goes on.

There was one decided improvement made in this service, that of making connections with the railway post-office trains running into Boston, whereby these lines pouch directly to the different electric cars, and mails are dispatched at once to the various stations, thus saving the handling at the central office, besides accomplishing a saving of time and an extra handling of the mail. For instance, mail received from the North and South, East and West, at 5.30 and 6 a. m., is delivered in the Dorchester Station, which is situated 4½ miles from the depots, and is in the hands of the carriers at 7.15 a. m. Under the old system of supplying this station by the steam railway it was impossible to accomplish this service.

This electric-car service is a vast improvement over the former system of supplying stations, not only a saving of running time, but the mail received at the stations under this system is in much better shape than formerly, as we do the routing of carriers for a large number of the stations on these cars, and in consequence a quicker handling of the mail is accomplished at the stations.

We are enabled by this system to have an interchange of mails between the stations without going through the central office, which is a vast improvement, a consideration which in itself would warrant the continuance of this service.

On two of the electric cars we have a limited amount of collecting from the street letter boxes directly into the cars. This would not be possible on all lines, on account of the great number of cars which might be delayed by stopping at the street letter boxes; but on these lines it is a particular benefit, which we appreciate. But to accomplish this collection service on the cars it necessitates our using a clerk from this service, which, it seems to me, should be supplied by the Railway Mail Service.

For these reasons, I am very strongly in favor of the retention of this service, and trust that it may be increased to the extent that we may have more frequent dispatches between the central office and the various stations.

From the postmaster at Brooklyn, August 31, 1899.

Replying to your request of August 3, regarding the transportation of mails on electric railway street cars, I have the honor to state that there are 16 branch post-office stations in Brooklyn, all of which are supplied solely by mails transported on electric cars. Six of these stations have the street railway postal car service and the remainder have the closed-pouch service on the regular passenger cars.

There are 132,074.77 miles of closed-pouch service performed annually in Brooklyn and 119,111.76 miles annually of railway post-office service.

This great mileage and large number of offices supplied enables me to make a thorough comparison of the benefits of such service, and my opinion, based on the very thorough experience with it, is that it is the best and cheapest service obtainable.

The railway post-office service is performed by four special mail cars, which make hourly trips during the business day and less frequently at night, keeping up a constant exchange of mails between the general post-office and the six largest branch stations in the city. The service is adjusted very closely to the demand and the necessities of the sections through which these cars run. At the branch offices supplied by it there are 225 carriers employed and 103 clerks. The clerks of the railway post-office worked during July an average of 6,199 pieces of first-class mail per clerk per day for carriers' delivery, thereby allowing of its being immediately taken out for delivery by the station carriers. All New York (city), N. Y., mail is also distributed by branches on the return trips, thereby securing its immediate dispatch by pneumatic tube upon arrival at the general post-office.

In January, 1899, the former compartment mail cars in use on this route were superseded by special mail cars 16 feet long, in which there is more space for carrying bulky mail and in performing the necessary distribution in transit.

During the recent strike of the street railroad employes in Brooklyn, affecting the entire system, of many thousand men and 3,000 cars, the mail cars were not for a moment disturbed or delayed, and in reality ran ahead of schedule time.

It is thus seen that by separating the mail from the passenger traffic such interruptions as are likely to occur in times of labor disturbances are altogether avoided.

Such an efficient service has the special mail cars provided that this office is now petitioning the Department for its extension into the South Brooklyn district, whereby seven branch offices will be supplied by one additional car, making five round trips per day. At these seven stations there are 77 letter carriers employed and 36 clerks. The population in these postal districts is approximately 123,000 in 23 square miles of territory, and the bulk of the increased population of Brooklyn is locating in this district, the population in the city entire increasing at the rate of 100,000 per year.

The electric-railway mail service is an unqualified success in Brooklyn, and must not only be retained, but rapidly extended.

From the postmaster at Baltimore, October 2, 1899.

In compliance with your request for "a statement showing what has been accomplished in the way of good postal service during the fiscal year ending June 30, 1899, in the transportation of mails by street-railway postal cars," I beg to state that this service has been of great benefit to the Baltimore post-office.

I give below a comparison of the work done by these cars under the present schedule, in comparison with the schedule under which they were operated prior to the time the new schedule was effective.

The total number of pieces of mail matter handled by the street-railway postal cars under the old schedule, exclusive of station dispatches of mail, based on daily counts at stated periods, indicates 8,042,832 pieces per annum.

The total number of pieces of mail matter handled under the present schedule indicates 29,521,896 pieces per annum, an increase of 21,479,064 pieces under our present management of the service.

The number of pieces of mail matter brought to the office by cart and foot collectors based on daily counts at stated periods would indicate 38,847,427 pieces per annum. A comparison, therefore, of the number of pieces of mail collected and handled by the street-railway postal-car service indicates about 45 per cent of the total number of pieces of all mail collected from street boxes and brought into the office.

In addition to the collection of mail, the cars serve 21 postal stations, to 11 of which carriers are attached. In serving these stations the number of pouches and sacks handled amount to 81,810 per annum. Nearly 75 per cent of all the mail matter handled on the railway postal cars is made up by the clerks thereon ready for dispatch when it reaches the office.

Further improvement is now contemplated in this service, which, when put in effect, will largely increase the volume of mail handled on the cars. The routes of the cars are laid out along the principal streets of the city and through the business districts. The combination postal-car service boxes are arranged along these routes, and these boxes are opened by the car collectors on the cars. In addition to this the car collectors on the cars open every street letter box passed by the cars.

The districts of the foot collectors are laid out on either side of the routes of the cars. These foot collectors collect the mail from the letter and package boxes within their districts, which is carried by them to the boxes, arranged along the routes of the postal cars, from which it is taken by the car collectors at stated intervals. By this arrangement the foot collectors are kept on their districts, saving the time which would be necessary for them to carry their mail to the main office.

In addition to this service it is designed that business houses dispatching large volumes of circular and other matter will be enabled to place this matter in pouches or sacks, to be received on the postal cars, provided these sacks are delivered on the cars at points where the special collection and deposit boxes are located, or at the corners of streets along which the postal cars run.

I consider the street railway postal-car system connected with this office to be one of the most important in the service. By means of the Baltimore post-office street railway service the large volume of mail collected from the letter and package boxes of the city is quickly conveyed to the cars, where most of it is worked up by the clerks in transit, the same being delivered in this condition to the main office ready for immediate dispatch, thus saving much time in its receipt at the point of destination. Much time and car fare is also saved by the foot collectors, as their districts are laid out contiguous to the postal-car routes, as above stated, and they are not required to carry their mail to the main office as formerly. Business houses have the advantage of the more rapid exchange of mail by reason of the car service, and the further advantage of delivery by them of their mail in sacks to the postal cars for conveyance to the main office. A quick exchange of dispatches of mail to and from the main office and the stations thereof is obtained. There are other minor details in connection with this service which are of benefit to the business houses and to the main office.

From the postmaster at Chicago, October 16, 1899.

Referring to your request for report concerning the operations of the Chicago street railway mail service for the fiscal year ended June 30, 1899, I beg to say that during that period the service was under the charge of the superintendent of the Sixth division, Railway Mail Service. Desiring, however, to facilitate matters as much as possible and realizing that this office is expected to greatly improve the

street railway mail service during the present year, I caused an investigation to be made with the result herewith appended.

During the fiscal year there was but little change in the street railway service of Chicago. This service, so far as the number of cars, clerks, etc., is concerned, has not grown since its establishment November 5, 1895, and the additions thereto made May 7, 1896. Through the efforts of Supt. L. L. Troy, Sixth division, Railway Mail Service, the internal organization of this service was established on a permanent basis. Since the service was transferred to this office, July 1, 1899, many important improvements in respect to station distribution have been made.

The street-car service, however, as a whole—and considered in its relation to the station system of this city—is yet in its infancy. The opportunity for improving it is a splendid one and it ought to be widely extended without delay.

At present the street railway post-offices run on the four cable lines of this city and they directly connect by interchange or otherwise with 12 of our 41 carrier stations. This service ought to connect with at least as many more stations, in order to give us quick interchange of local mail. Of late years the electric street railway system has been developed so that it now covers the city in every direction, but the advantages of this splendid system have not as yet been utilized by the postal service.

I strongly recommend the establishment of three additional lines of street railway postal service on the electric system. One line should be established on the most available North Side routes, one on the most available South Side routes, and one on the most available West Side routes. These lines, together with the cable lines, should be arranged so that a complete and expeditious interchange of mails would take place at frequent intervals during the day. With such a service we should be enabled to greatly facilitate local interchanges and should be in a position to practically abolish the present out-of-date system of interchanging through the general office. One of the principal advantages to be derived from quicker interchange would be a large increase in local mail, with a corresponding increase in the revenues of the Department. It might be observed in passing that while in the last twenty-five years the rapid interchange of mails between post-offices on railroad lines has been marvelously perfected, in the same period there has not been any such general improvement in the interchange of mails between the stations of this city. Much credit is due the Department at Washington which has charge of this service for the intelligent interest it has manifested in the subject and for the improvements it has lately been instrumental in bringing about. We hope that at no distant day still further improvements in this service will be authorized by the Department.

We have four lines of street railway post-office service. The Cottage Grove avenue service is the best of the four. It extends from the general post-office to Hyde Park Station (7.73 miles) and passes Twenty-second street and M stations. The street post-offices on this line run independently of the passenger cars, and because of this we are able to establish boxes in which the mails of the collectors are concentrated. We have, therefore, been enabled to establish a collection system along this line, which is easily the best in the city. The collectors are not obliged to wait for the arrival of the cars, and the mails deposited by them in the concentrating boxes are taken up by the clerks of the street railway post-offices on each trip. The mail cars on the North Clark street (3.69 miles), West Madison street (4.97 miles), and Milwaukee avenue (3.97 miles) lines are attached as trailers to the passenger cars, and with one or two exceptions we have not been able to establish concentrating boxes. The collectors on these lines are therefore compelled to await the arrival of the street railway post-offices, and the schedules, as a consequence, are not absolutely regular. Besides this, the delay at the points of interchange between the different lines interferes with the passenger traffic and occasionally causes serious complaints to be made. The North Clark street line connects the general post-office with Lakeview and A stations. The Madison street line connects the General Post-Office with Stations U, C, D, E, and Douglas Park stations. The Milwaukee avenue line connects the General Post-Office with Stations F and G. All of these lines make interchanges at central points, which give direct connection between the stations mentioned.

I would request authority to confer with the street car companies with a view to securing propositions for establishing additional street railway service.

The distribution on our present lines is confined to letter mail, though all classes of mail are carried. The distribution is being rapidly improved, though the short distances make it difficult to establish a complete distribution. A large quantity of local mail, however, is advanced in delivery by being stamped, distributed, and connected for direct dispatch. On the Milwaukee avenue and Cottage Grove avenue lines a considerable quantity of mail is deposited by business houses. Altogether these lines enable us to keep out of the general post-office a large quantity of mail intended for stations. The collections received by the Cottage Grove avenue line at Twelfth street and Wabash avenue are stamped and distributed for connection with

the other three lines. When it is understood that from Twelfth street to Madison street, where the connection is made, is but a mile, the celerity with which the work is done is remarkable. Similar work is also done on the Milwaukee avenue line. The collections made from the concentration boxes on Milwaukee avenue, at Robey and Division streets (about half a mile), are all canceled and distributed in time for delivery to Station F.

By placing Station U on the line of exchange incoming mail is connected with eastbound railway post-offices. For example, mail received at the Union Depot at 9.30 a. m. is delivered at the Hyde Park Station, nearly 8 miles away, before 11 a. m. Mails for Stations C, D, E, F, and G, arriving at Union Depot at 9 a. m., reach these stations over the railway post-offices in time for delivery at 10 a. m.

Many improvements of this character might be established as the service stands at present by the addition of one or two clerks on each line to the present force of street railway post-office clerks. In my opinion there should be an additional trip to the present schedule of the street railway post-offices. The beginning of this trip should be at 10.45 p. m. Such a trip would bring much of the mail now received at 12.30 a. m. to the general post-office before 11.30 p. m. This improvement would shorten the hours of duty for the clerks in the mailing division and enable the general post-office to make better connections of outgoing mail.

The stations that could be advantageously connected by the new street-car service are Stations P, O, Armour, K, and W on the south side. On the west side the stations that could be advantageously connected are Douglas Park, C, D, E, U, and Pilsen Station. On the north side Stations A and B could be connected by a cross-town line with Stations F and G, and through the medium of the Milwaukee Avenue line connected with stations further west. By the extension of the North Clark street system we could, if thought necessary, make interchanges with Ravenswood, Edgewater, and Rogers Park stations.

The advantage of additional street-car lines would be greatly felt in connection with the collection service. While these lines would naturally be an item of expense, yet there would be a corresponding saving in the cost of the collection service.

Beginning to-day our city collection service has been increased everywhere throughout the city. Our down-town collections now number 26 daily, and it is very important that we should have facilities for distributing the mail throughout the city without delay. Our suburban collection service has also been increased materially, and it is just as important that this mail should be got into the center of the city for local delivery and for dispatch to outside points. We can improve our collection service, of course, but without facilities for interchanging the mail thus collected we can not reap all the advantages derived from the new collection service. I commend this point to you for your consideration.

The street railway service of Chicago now consists of 8 postal cars and 16 clerks. The range of hours during which the cars run and the clerks are employed extends from 5.25 a. m. to 6.55 p. m. The total number of round trips made each day on the four lines is 42.

The average quantity of mail, excluding equipment, daily handled on these lines is 12 tons—4 of first class and 8 of second, third, and fourth class matter.

The number of interchanges of pouches, deliveries, dispatches, etc., daily made by each of the different lines is as follows:

Cottage Grove Avenue Railway post-office: 25 pouches delivered and 25 received at points of interchange; 106 deliveries made to stations and 106 pouches received from stations.

West Madison Street Railway post-office: Same as Cottage Grove Avenue Railway post-office.

North Clark Street Railway post-office: 24 pouches received and 24 pouches dispatched at points of interchange.

Thirty-eight pouches delivered to stations and 38 pouches received from stations.

Milwaukee Avenue Railway post-office: 24 pouches delivered and 24 pouches received at points of interchange; 50 pouches delivered to stations and 50 pouches received from stations.

These interchanges, deliveries, and dispatches involve a complicated separation of mail, and the clerks are necessarily obliged to work with great accuracy and rapidity. In the main this work is well done and with good judgment, and it is appreciated by the public.

Great improvements in the street-railway service ought to be made, but they can not be made without the establishment of additional lines. During this fiscal year I hope to greatly improve and extend the work of the lines we now have.

From postmaster at New York, August 21, 1899.

In reply to your letter of the 3d of August, regarding electric and cable car service, I have to report that no service of the former character is in operation in this city.

With regard to the latter, the cable-car service, I have to state that the only service of that nature which is in operation here is that performed on the cars of the Third Avenue Railroad route, No. 307013, and that no extension has been made therein during the past year; in fact, this service has been curtailed during that period to the extent that the separation of mail thereon has been discontinued (with the exception of that posted in the cars), and the service now performed consists of an exchange of closed pouches made up at the general post-office and at the various branch stations. This curtailment has been effected through the introduction of the pneumatic tubes, a large portion of the letter mail formerly dispatched via the cable cars now being sent via the tube.

When the tube system between the general post-office and Branch Station H is in full operation so as to embrace all of the intermediate stations, which I am informed by the Tubular Dispatch Company will be very shortly, service on the Third avenue cable cars can be discontinued below Forty-second street, as there will be practically nothing to be done on the cars, the letter mail being sent by tube and the bulky paper matter by wagon. Before this could be done, however, arrangements would have to be made for a switch at Forty-second street, there being none there at present. If it is deemed advisable to do this at any time, and it is found to be practicable to do so, it would effect a reduction in mileage of 418 trips per week of 3 miles each and a reduction in wagon-service route No. 407005 of 1,672 trips per week of 0.03 mile each and 836 trips per week of 0.27 mile each.

From the postmaster at Philadelphia, October 17, 1899.

I beg to acknowledge the receipt of your favor of October 9, which arrived on the 10th, while I was absent from the city. I thank you very much for the kind manner in which you speak regarding our report, which you say "is very complete and most satisfactory so far as the tube service is concerned."

Replying to your note referring to the delay in the report on the electric-car service, beg to advise you that I have just received a report from Mr. Alexander, superintendent of mails, copy of which is herewith inclosed.

In reading Mr. Alexander's report, I feel that I can concur in all he has to say on the subject, with the exception of the second paragraph on the last page; and while I believe with him that this service is a very great improvement over any wagon service we have ever had in this city, I am inclined to the opinion that with a proper contract and an exaction of security equal to 50 per cent of the amount involved, such as is done in our municipal contracts, together with the fixing of suitable penalties, and with the amount of money expended on the trolley service, we might get even more satisfactory results. For instance, outside of the area immediately around the post-office or stations we would not be subjected to delays which now block the trolley railways in case of destructive fire, military or civic parades, we having always been able to secure the passage of our mail wagons through the line of parade, and in the case of fire a wagon can make a detour from its regular route and go in a different direction.

If the Department, after its investigation, concludes that the automobile would be available for use in large cities, I believe that by reason of the exceptionally good pavements in our city, together with the absence of many, or any, very serious grades, a vehicle of this description, owing to the high rate of speed at which it could be propelled, would probably give better results than the trolley mail cars.

In the concluding paragraph of Mr. Alexander's report he truly says: "This service is not much more than first-class messenger service," and while I believe there may be an honest difference of opinion, when comparing the trolley mail service, as it is now operated, with either a first-class wagon or automobile service, I do not believe there can be any doubt as to the fact that the extension of the pneumatic-tube service so as to connect all of the near-by stations with the central post-office is the first step in the direction of a real, substantial improvement, which should be inaugurated in this city at the earliest possible moment.

From the superintendent of mails at Philadelphia to the postmaster, October 10, 1899.

Replying to reference No. 6020, I have the honor to report:

The electric-car service in this city consists of five separate railway post-offices on street-car lines controlled by the Union Traction Company, as follows:

Route No. 310011: Central Office to Station G (Germantown) (Philadelphia and Germantown R. P. O.), 6.68 miles, supplying Stations S, O, Q, R, and G, 18 round trips, except Sundays and holidays; 6 round trips on Sundays, and 13 round trips on holidays. Cars 15 feet long, inside measurement.

Route No. 310025: Central Office to Station I (Manayunk) (Philadelphia and Manayunk R. P. O.), 7.94 miles, supplying Stations A, J, C, Z, and I; 17 round trips between Central Office and Station I, except Sundays and holidays; 5 round trips on

Sundays, and 12 round trips on holidays; 2 round trips between Central Office and Station C, 2.95 miles, daily, including Sundays and holidays. Cars 15 feet long, inside measurement.

Route No. 310026: Central Office to Sixty-third and Market streets (Philadelphia and West Philadelphia R. P. O.), 4.99 miles, supplying Stations A and B, connecting Philadelphia and Darby R. P. O.; Route No. 310027, at Thirty-second and Market streets, and electric-car service on Philadelphia and West Chester Traction Co.'s line; Route No. 310022, at Sixty-third and Market streets, between Central Office and Station B, West Philadelphia, 2.37 miles; 19 round trips, except Sundays and holidays; 6 round trips on Sundays, 15 round trips on holidays. Between Station B, West Philadelphia, and Sixty-third and Market streets, 2 round trips, except Sundays and holidays; no trips on Sundays, and 1 trip on holidays. Cars 15 feet long, inside measurement.

Route No. 310027: Thirty-second and Market streets, to Darby, Delaware County, Pa. (Philadelphia and Darby R. P. O.), 4.98 miles, supplying Station U (Paschalville), and Darby postoffice, Delaware County, Pa.; 9 round trips, except Sundays and holidays; 4 round trips on holidays (no service on Sundays). Cars 15 feet long, inside measurement.

Route No. 310028: Central Office to Central Office (Philadelphia and Southwest Circuit R. P. O.), 3.83 miles, supplying Stations P, D, and A; 19 trips, except Sundays and holidays; 7 trips on Sundays, and 13 trips on holidays. Cars 15 feet long, inside measurement.

Route No. 310029: Central Office to Station F (Frankford) (Philadelphia and Frankford R. P. O.), 6.74 miles, supplying Stations S, O, K, E, and F; 18 round trips, except Sundays and holidays; 5 round trips on Sundays, and 13 round trips on holidays. Cars 15 feet long, inside measurement.

A careful estimate has been made of the mail matter carried by the lines during the year, by count on average days, with the following result:

Average number of pouches of letter mail dispatched from Central Office, 166 per day; 60,590 for the year.

Average number of packages of letter mail from Central Office to Stations, 5,389 per day; 1,966,985 for the year, containing 78,679,400 letters.

Average number of sacks of paper mail for Stations dispatched from Central Office, 345 per day; 125,925 for the year.

Average number of pouches made up for the Central Office, 251 per day; 91,615 for the year.

Average number of packages of letter mail from Stations to the Central Office, 5,476 per day; 1,997,740 for the year, containing 79,909,600 letters.

Average number of sacks of paper mail from Stations to Central Office, 268 per day; 97,820 for the year.

Average number of letters for stations received from railway post-offices and post-offices that pouch direct on the trolley railway post-offices, per day, 26,002; 8,136,626 for the year.

Average number of pieces of third and fourth class matter for stations received from railway post-offices and offices that pouch direct on the trolley railway post-offices, 245 per day; 76,685 for the year.

Average number of letters sent from the trolley railway post-offices to other railway post-offices direct, for distribution, 13,120 per day; 4,106,560 for the year.

Average number of letters carried between stations, 16,134 per day; 5,049,942 for the year.

Average number of pouches of uncanceled letter mail received at the cars from collectors for delivery at the Central Office, 59 per day; 21,535 for the year, containing 42,626.160 pieces of letter mail.

Average number of packages of letter mail made up in the trolley railway post-offices for dispatch outside the city of Philadelphia, 478 per day; 174,470 for the year, containing 6,978,800 pieces.

Average number of pieces of registered mail handled per day, 176; for the year, 55,088 pieces.

During the fiscal year ended June 30, 1899, the service on these lines was performed regularly and on time, with very few failures, and the failures were caused in almost every case by extremely bad weather, or by destructive fires along the line, which interrupted street-car travel, and over which the Union Traction Company had no control. Other failures that have occurred were caused by the stoppage of street-car travel by military and civic parades, and on two or three occasions for want of power, caused by accident to machinery at power houses. These failures were all duly noted in our monthly reports on this service to the Department.

This service is a very great improvement over any wagon service we have ever had in this city, and, in my opinion, over any wagon service that could be provided at the same expense to the Department, when we take into consideration the facilities provided for direct connections from steam railroad trains to the stations, inter-

change of mail between stations, and for the deposit of mail matter in the cars by the public.

When these lines were established, it was thought considerable time would be gained in the delivery by carriers at stations and at the central office by the distribution of letter mail to carriers' routes by the clerks employed in the cars. Experience, however, shows that owing to the short distances between stations it is impracticable to make much of a showing in this line, and it was therefore thought best to discontinue this class of work, except for the stations most distant from the central office.

This service is not much more than first-class messenger service, but much better than could be furnished by any other means now available, except it be pneumatic tubes.

From the postmaster at St. Louis, August 19, 1899.

In response to your letter of August 3, I submit herewith my opinion of the value of electric street cars for mail-service use, generally, and what has been done with them in St. Louis during the fiscal year which ended June 30, 1899.

There are three forms of service which street mail cars must render in order to accomplish the best results and make them really valuable adjuncts to the Post-Office Department. The use of the cars for only one of these forms of service, although it would make them a great assistance, would not, in my opinion, bring out the possibilities of their service. They may be used (*a*) in the collection of mail from letter boxes in the districts through which they run; (*b*) in the delivery of pouches containing letter-carriers' mail to the stations scattered throughout the city; (*c*) in the delivery of packages of mail to the prominent business concerns, hotels, and public buildings along the streets through which they pass.

(A) First. Mounted and foot mail collectors and also delivery carriers collect mail from letter boxes on their respective routes and deposit these collections in boxes along the route of the street mail car system. A collector who collects mail from the letter boxes in the extreme northern end of the city, for instance, deposits his mail in an accumulation box, which may be 5 miles from the main office, and the street car as it passes will take it up. The post-office is saved the time which it would take the collector to make this long drive to the main office, and the collector can thus have time to cover more territory. Practical experience convinces me that no attempt should be made to give mail collected in this manner what is called technically a fine distribution. It is impracticable to distribute, for instance, city mail to carriers or outgoing mails to various railroads or cities. Mail collected should only be faced up, postmarked, and separated into States, and the city mail into districts. Exception is made in favor of the practice of holding out letters which are collected at one point for delivery to a station farther on. Having these ideas in mind, it was with regret, therefore, that I saw the Department, about six months ago, remove the stamping machines from the mail cars. It would have been much better, I think, to remove all the distributing furniture and allow the stamping machines to remain, because the postmarking on the cars causes a real saving time at the main office and makes the mail ready for immediate dispatch on its arrival there.

In connection with this use of the mail car, I may say that registered mail is advanced in time by having the clerk on the car take up from all the stations as he passes whatever registered mail they have.

(B) Second. The street car mail service in St. Louis is like a great artery, bringing our seventy-five stations into close connection with the main office, which is the heart of the post-office system. In this city we have gradually cut out the old-style stations, where the salary of the clerk in charge was paid by the post-office and where the expenses for rent, fuel, light, etc., were borne by the Post-Office Department. The new form of drug-store station, so to say, is being used, where the proprietor of a drug store is sworn in to sell stamps, issue money orders, and register mail, and is paid $100 per annum, and is generally induced to set apart enough room for two or three letter carriers. By massing these stations on the street-car lines we are enabled to get mails to them quickly and within half an hour; for example, after the dispatches for the carriers are made up at the main office a carrier at the farthest station has his mail in his possession so that he may begin his delivery only a very short time after the carrier in the down-town district begins his. Carriers at these stations have their routes so arranged that they may begin delivering almost as soon as they leave the door. In this way time which was formerly consumed in riding from the main office to the distant routes is saved and the post-office is enabled to give larger territories to the carriers or have them make more trips.

Another resultant advantage of this new system is that the carriers of the St. Louis post-office do not require car fare and not one of them is furnished any. In order that you may appreciate the saving from this source your attention is respectfully directed to the car-fare allowance for letter carriers at other first-class offices. St. Louis only uses car fare for her auditors of stations and carrier inspectors, and this amount is being cut down gradually with a view to its ultimate extermination.

The sending of supplies to the various stations and the putting up of letter boxes in the distant portions of the city are rendered easy by the postal cars. In fine, we are brought into closer touch with the entire postal system.

The mail cars which run from the post-office outside of the city limits supply our important suburbs with splendid mail facilities, to which they are entitled. In the surroundings of every large city there are important centers of populations, country residence districts, etc., which are more important than many districts inside the limits and it is unjust that these places should be given the mail service of forty years ago.

(C) Third. Our mail-car system, winding about the principal streets of the city, passes many of the most important business concerns, hotels, and public buildings. Packages of letters for these concerns are tied out at the main office and the clerk on the mail car delivers them to each firm as he passes, with the loss of no more time than it would take to empty a letter box. The latter aspect of the mail-car system is the one on which I imagine the service will be most widely developed. I have been experimenting and enlarging on this idea with the most pleasing results. Many of the large factories and business houses get two or three extra deliveries of mail and are helped greatly thereby.

In conclusion, it is my opinion that the street-car mail service should not only be continued in its present condition, but every attempt should be made to enlarge on it; and I should like to arrange to entirely cut out the wagon-mail service between this office and the Union station, and between this office and various postal stations, and substitute electric-car service therefor. For instance, there is an electric-car line direct from the Union station to the post-office, and if a mail car were put in service on this line the incoming mail, on its arrival, could be hurried to the main office and gain an earlier delivery and the outgoing mails could be held open later at the main office, the advantage of quick transit would be inestimable in both directions.

It is my earnest opinion that the street mail-car system is and can be further developed into a valuable means for increasing the efficiency of the post-office establishment, in that it holds a solution to the problem of transferring and receiving mails with rapidity between a central post-office and the outermost districts of the city.

From the postmaster at San Francisco, August 30, 1899.

In attention to the instructions of your communication of the 3d instant, asking for a statement as to what has been accomplished in the way of good postal service during the past fiscal year by the transportation of mails on the electric and cable car lines of this city, I beg to say:

In a general way the service has been satisfactory, although a very serious doubt exists in my mind as to whether it is worth its present cost to the Government. What I mean to say is that perhaps we could utilize the present cost of this car service to better advantage. The same amount of money spent in a different way might give better results in the extension of postal facilities.

I am not prepared to speak with authority on this subject because I have not had an opportunity to thoroughly familiarize myself with its workings, the supervision of the street-car service not coming under my jurisdiction. It could undoubtedly be handled to better advantage by the postmaster and made to more fully meet the local situation than by the division superintendent of the Railway Mail Service, who has many other things to think about.

Some embarrassment necessarily results from the divided responsibility. There is delay in the adjustment of complaints. The community assumes that the car service is under the jurisdiction of the postmaster, and addresses him relative to irregularities, when they should go to the superintendent of the Railway Mail Service.

Changes of schedule in the work of the carriers and collectors often necessitate changes in the car schedules. This has to be taken up with the superintendent of the Railway Mail Service, who in turn consults the railroad company, and much time is lost and inconvenience suffered before anything is accomplished. The present system lacks flexibility, or rather adaptability to the needs of the city service.

Your attention is invited to the inclosed copy of a communication from Mr. A. M. Cox, superintendent of the city delivery division of this office, which gives some details of the car service as at present peformed here.

You will also please find the copy of a letter from Mr. T. J. Ford, superintendent of mails, commenting upon same.

There can be no doubt that the present service is good as a means for reaching the outside stations of the city and an auxiliary to the collection system. It is far better, more accurate, and more frequent than the old wagon service. It fails, however, in one important particular, which was given much prominence when established. I refer to the attempt to establish the distribution system upon the cars between terminal points. The distances are too short. Probably 80 per cent of the mails collected are taken on when the cars are not 10 minutes distant from the ter-

minus at Station D. No satisfactory or profitable work can be accomplished in such brief intervals of time.

I think it was a mistake to attempt to make railway post-offices of these short lines. What we want is facilities for the rapid distribution and collection of mails. One distribution point, properly supplied and served, is better, in my judgment, than half a dozen which are not so equipped. The street-car system of this city furnishes most excellent facilities for a good service if we could get the proper use from it. As you are aware the lines all come to a common focus at Station D, which is at the foot of Market street.

If not practicable to establish a general pouching system over all the lines as an auxiliary to the car service, it might be possible to figure out an auxiliary wagon service which would give more satisfactory results.

Our present pouch service between Stations B and G has proved satisfactory. It has been operative since the car service was inaugurated and there has never been a hitch or a loss.

Under the system as now in operation pouches are made up on the street cars for certain railway post-offices through Station D, but I am not in possession of statistics showing the amount of work performed. I refer you for same to Superintendent Thrall. My impression is that it could be better done at Station D and the expense avoided of clerks on the cars.

Regretting my inability to make this report more specific, I hold myself in readiness to furnish the detail of anything further which you may point out.

NOTE.—I would say in connection with the foregoing, that if your honorable Department should come to the conclusion to place the car service of this city under the jurisdiction of the postmaster, I would be in a position to more thoroughly master its details and weigh its value and I would be glad in that event to render such fuller and more explicit reports concerning its operations as your Department might call for.

From the superintendent of city delivery division, San Francisco, to the postmaster, August 15, 1899.

In response to your verbal request for a statement as to the good service performed by street railway post-office lines in this city during fiscal year ending June 30, 1899, I beg to say that the service given is, as a rule, very satisfactory, and is as follows:

Market-street line.—There are nine full round trips made between Station D, the point of distribution and dispatch, to Stations B and H on each working day by this line, carrying out for delivery a daily average of 16,756 letters and 908 pounds of other classes of mail.

Mission-street line makes nine full round trips between Station D and Stations C and K, carrying to Station C an average of 6,137 letters and 441 pounds and 5 ounces of other classes of mail each working day. Station K not being a carrier station, no mail is sent out.

Sacramento-street line makes four full round trips to Stations A, F, and M and five additional trips to Stations A and F only, carrying out for delivery 18,586 letters and 1,173 pounds and 8 ounces of other classes of mail each working day.

There is no regular mail car on Castro-street line, but we have a closed-pouch service to Station G, carrying 2,432 letters and 202 pounds and 12 ounces of other classes of mail each working day.

The amount of mail taken to Station D for dispatch by the several lines I have no record of, but presume that such information can be obtained from the superintendent of the mailing division.

The service on the cars commences at about 6 a. m. each working day and ends about 6.30 p. m. Our collectors meet the cars on the different lines thirty-five times each day and deposit their collections, thereby saving in all cases not less than fifteen minutes and in some instances as much as one hour and twenty minutes in reaching the dispatching point. This also enables the collectors to cover more territory than they would be able to do if they were compelled to take their collections to Station D.

The average daily dispatches to stations is based on actual weights taken for ten days in the month of March each year.

From the superintendent of mails, San Francisco, to the postmaster, August 12, 1899.

In compliance with your verbal request for a statement as to the advantages to the postal service by transportation of mail on the electric or cable cars in this city, I have to state that the street-car service appears to be more closely allied to the city division than the mailing, and that the advantages would be more noticeable in that division than in the one over which I have control.

I have noticed, however, that through the street-car service our collections have been received more frequently than formerly and connections made with outgoing trains that under former conditions would have been missed.

Pouches are made up by railway postal clerks on street cars and close connection with San Francisco and Los Angeles R. P. O., train 9; San Francisco and Pacific Grove R. P. O., and Ogden and San Francisco R. P. O., train 3.

Mail contained in these pouches, if massed on the mailing division, could not be gotten out in time to connect, and would therefore be delayed from twelve to twenty-four hours. The amount of mail contained in these pouches could be obtained from superintendent Railway Mail Service, this division.

From the postmaster at Washington, September 6, 1899.

Replying to your favor of the 3d instant, desiring to be furnished, within the next thirty days, a statement showing what was accomplished in the way of good postal service during the fiscal year ending June 30, 1899, by the transportation of mail on electric or cable cars, I beg leave to submit the following:

The establishment of this service has very generally resulted in quickening the time of transit, and more frequently the exchange of mail, between the main office and the several branch stations; also the making up of mail on several trips for dispatch by steam railway lines to railway post-offices and cities.

About a year since these lines were assigned to this office, and the clerks were transferred to the rolls of this office only last July, and since that date I have observed in several ways that there are opportunities for greatly improving this particular service.

By way of illustrating what has been accomplished by these lines, data is submitted as follows:

The Pennsylvania avenue line is handling daily 162 letter packages, 22 sacks of papers, 12 registered letters, 19 inner-registered sacks, and 128 pouches for dispatch to the central office, stations, steam railways, star routes, and connecting electric lines. It also receives one carrier's collection on trip No. 5.

The Ninth-street line is handling daily 84 packages of letters, 7 sacks of papers, 7 registered letters, 11 inner-registered sacks, and 73 pouches for dispatch to the central office, stations, steam railways, and connecting electric lines, besides receiving on trips 7, 8, and 19 the collections from 3, and sometimes 4, carriers.

The F street line makes up daily 28 packages of letters, 3 inner-registered sacks in transit, and 57 pouches for the central office, stations, and steam railway lines, and receives at different points along the line the collections of 11 carriers.

EXHIBIT NO. 2.

RAILWAY MAIL SERVICE IN ENGLAND, FRANCE, AND GERMANY.

RAILWAY MAIL SERVICE, OFFICE OF SUPERINTENDENT,
New York, N. Y., November 1, 1899.

DEAR SIR: During my recent visit to Europe (for the joint committee of Congress for the investigation of the postal service) I was able to obtain some facts and some general information regarding the operating methods of the postal service (and especially of the railway post-office service) in Great Britain, France, and Germany. This was done casually, and was not the result of any particular investigation or thorough inquiry. This class of information does not necessarily fall within the scope of the report to the committee, and I have therefore compiled the following report to yourself, as a sketch of the railway post-office service in Great Britain, France, and Germany, with a preliminary statement of the general postal organization in each country.

GREAT BRITAIN AND IRELAND.

Organization.—The head of the postal service is the postmaster-general; at present, the Duke of Norfolk. The next in rank is the secretary; at present, Sir Spencer Walpole. The secretary is the permanent head of the post-office department; he being unaffected by political changes in the administration. After him comes the second secretary, who acts in the absence of the secretary, and who also has, as a specialty, the supervision of the telegraph service, which is operated by the post-office department.

Below these two officers there are six assistant secretaries, with headquarters in London, all coequal in rank, but each having a special set of duties. The senior assistant secretary acts as head of the department when the first and second secreta-

ries are absent. The senior assistant secretary at present is Mr. T. E. Sifton, inspector-general of mails. The special duties of the assistant secretaries are as follows:

First, supervision of home mails, railways, roads, and rural posts.

Second, supervision of buildings and stores.

Third, supervision of the foreign and colonial branch.

Fourth, supervision of the telegraph branch.

Fifth, supervision of the staff, appointment division.

Sixth, supervision of the establishment branch, posts in large towns, etc.

There is also a secretary in Dublin, for Ireland, and another in Edinburgh, for Scotland, both subordinate to the secretary in London, and also subordinate to the assistant secretaries in their several specialties. There is also in London an accountant-general for the entire service.

The salaries of the above officers are as follows: The postmaster-general, $12,500; first secretary, $10,000; second secretary, $7,000; assistant secretaries, $6,000 each; accountant-general, $7,000; the secretaries in Dublin and Edinburgh, $6,000 each. It is observable that the salaries allowed to the officials of the postal service are much more liberal than in the United States. Some additional instances may be cited, such as the solicitor for the post-office department, $10,000; the controller of the savings bank department, $5,000; the controller of the money-order office, $4,500; and the postmasters at the London branch offices, from $3,000 to $3,500. It is also to be remembered that all of the officers, as well as the entire staff, have a free pension of as many sixtieths of the last salary held as the officer or employee has had years of service, but not exceeding forty sixtieths.

Inspection of service.—The country is divided into surveyors' districts. In England and Wales there are ten surveyors' districts, and also six independent postmasters, who act as surveyors for their immediate districts. All other postmasters are subordinate to the surveyors for their respective districts. There are three surveyors' districts in Ireland, and the same number in Scotland. These sixteen surveyors each receive a salary of $4,000 a year. The surveyors report to the several assistant secretaries at London, and thus obtain from them authorization for important action and also for expenditures.

There is no postmaster at London, in the usual sense of the term, London being included in the London postal district, which takes in a number of suburban towns outside of the metropolis. The controller of the London postal district. Mr. Badcock (salary $6,000), practically acts as postmaster of the metropolis, as well as supervising the larger district. Chief officers when traveling receive a subsistence allowance of $5 a day.

Railway Mail Service and Railway Post-Office Service.—The railway mail service is under the supervision of the first assistant secretary; but he simply deals with contracts and large questions, and does not have direct supervision of the railway post-office service. The railway post-office service can not be regarded as a distinct branch of the postal service. Most of the traveling post-offices running out of London are under the charge of the controller of the London postal district. There was at one time a superintendent of traveling post-offices in London, but in view of its being the practice then, as it is now, to supply the working force for the traveling post-offices by detailing clerks from the stationary post-offices, it was thought best to combine this authority with the duties of the controller, and so he was given charge of the traveling post-offices. Yet there are traveling post-office lines running out of London, such as the Great Eastern, which are not under the supervision of the controller of the London postal district. Likewise, in the rest of England and Wales and in Scotland and Ireland the traveling post-office clerks are under charge of the local provincial surveyor, and frequently under the direct orders of the postmasters from whose offices they are detailed.

The custom in Great Britain and Ireland is to detail post-office clerks to work in the traveling post-offices for a term of from four to six years, after which time they return to the post-office. In the country districts it is customary for post-office clerks to work half the time on the road in the traveling post-offices and half the time in the post-offices (say one week on the road and one week in the office), and this arrangement is continued indefinitely for years.

Each traveling post-office train has a designation, such as the "Great Northern T. P. O. midday," the "Great Western T. P. O. night," the "Grimsby and Lincoln sorting tender night," etc.

The number of postal-car lines, on the train basis, is as follows:

England and Wales	67
Scotland	12
Ireland	15
Total	94

Of these, 20 are called traveling post-offices; 10 are called sorting carriages; 32 are called sorting tenders; 28 are called bag tenders or bag duties; and 4 of other designations, such as "letter and apparatus," etc. These various designations do not, as a rule, mean any difference in the class of work performed. They simply represent a continuance of antique designations, the general thought being that any service called "traveling post-office" is supposed to be under the London controller, while exactly similar service under the term "sorting carriage" would be under a local provincial surveyor, although even this distinction is not rigidly maintained.

Postal cars.—There are 235 postal cars, of which 152 are in use and 83 in reserve, the minimum length being 12 feet 3 inches, and the maximum 50 feet, with an average for all of 33.44 feet. The total number of clerks working the traveling post-offices in the United Kingdom is 683.

The postal cars, as a rule, are much smaller than in the United States. The entrance is usually by a low side door in the center of the car and on the right side of the car. The trains are run on the left-hand track, and the left side of the car is usually given up to the catching apparatus, which occupies two side doorways. The ends of the car are usually blind ends, with no doorways. The interior arrangements take in the full width of the car. On the right-hand side pigeon-hole boxes for separation extend almost the entire length of the car. The left-hand side is occupied almost entirely by the catching apparatus, except a small space, where there are hooks upon which mail bags can be hung. There is nothing of the character of a bag-rack. When a mail bag is hung it is simply hung on one nail, and the aperture must be opened every time mail is placed therein Artificial light is fairly well provided for by the use of gas. There is very little newspaper distribution in the postal cars, most of the work being confined to letter mail. The sorting table in front of the distribution case is much wider than with us, necessitating quite a long reach to place mail in the boxes.

The front edge of the letter table is heavily padded for the protection of the clerks, and every cross partition in the letter case is similarly padded for the same purpose. The ends of the cars are also heavily padded. This whole padding provision is intended to lessen the effect of bruises that might be caused in accidents, although accidents very seldom occur. One of the officials admitted to me that the padding was unnecessary, but remarked that even in the new cars that were being planned provision was still made for the padding, out of deference to the supposed timidity of the postal clerks.

In some cases, where more than one postal car is run on a train, the cars are vestibuled. The vestibule is a very small passageway, about 2 feet wide, and would not permit of the transfer of any material amount of mail en route.

There is only one exclusive mail train, viz, the "London and Northwestern T. P. O. Down Special," which leaves London at 8.30 p. m. every night for Carlisle and the north. This train carries ten postal cars, all connected by vestibule, and has a corps of about 30 clerks. The English officials seem quite proud of this train, and it certainly looks very handsome exteriorly. Because of its exceptional importance, it may be interesting to describe its make-up in detail:

	Feet.
First carriage, Aberdeen letter bags and parcels baskets	32
Second carriage, Aberdeen parcels van	42
Third carriage, Aberdeen letter carriage	42
Fourth carriage, Glasgow letter carriage	42
Fifth carriage, Glasgow apparatus carriage	32
Sixth carriage, Edinboro parcels carriage	42
Seventh carriage, Glasgow parcels carriage	42
Eighth carriage, Glasgow brake (storage)	32
Ninth carriage, Manchester tender (storage)	32
Tenth carriage, Liverpool tender (storage)	32
Total length	370

It will be noticed from the description that there are only two, or at most three, of these cars that are distribution cars in the sense that we use the term. The other carriages are very similar to our baggage cars, even those in which the parcels are sorted. I could not readily ascertain the average weight of mail carried on this train, but I should judge from personal observation that it would not exceed 15 tons.

Traveling post-office force and their salaries.—As already explained, the force for working the mails in the traveling post-offices is, generally speaking, detailed temporarily from the post-offices, from the class of employees called "sorters." The supervision of the work on the road is covered by inspectors, similar to our clerks in charge, and overseers, similar to our clerks in charge on the less important full railroad post-office lines. Inspectors receive $1,000 the first year, and increase by $100 per year to a maximum of $1,450. They also receive a subsistence allowance of $1.25 per trip. The overseers receive $800 the first year, and increase by $40 per year to $950 per

annum. They have a subsistence allowance of $1.12 per trip. The sorters or postal clerks begin at $260 a year, and advance by $30 per year to $800. There is an efficiency bar when the sorters reach $560; that is, he passes inspection to determine his worthiness to advance to the limit of $800. He also receives a subsistence allowance of about 75 cents per trip. This subsistence allowance varies according to the line, one instance being cited where an allowance of $2.50 per trip was made.

It is to be noted that all promotions are based upon the length of time in the service, good conduct, of course, being presupposed. An ordinary postal clerk who would be on duty four-fifths of the time in an average year would secure a subsistence allowance, at 75 cents per trip, of about $219 per annum. His minimum salary, plus the subsistence allowance at the beginning, would be $479 per annum; and his maximum salary, plus the subsistence allowance, would be $1,019 per annum.

The hours of duty and the amount of work performed are apparently much easier than in the United States. For example, night work is limited to seven hours per day, and day work to eight hours per day. Any service over this allows of overtime claim of one and a quarter rates for all time over forty-eight hours a week. Sunday work and work on Christmas and Good Friday counts one and a half rates. The employees who have been over five years in the service get an annual vacation of twenty-one working days; those of less than five years' service get a vacation of fourteen working days. The employees also have a sick leave for six months with pay, if necessary; but there is a medical investigation if an employee is absent over nine days on account of sickness in any one year. They all receive in due course a free pension of as many sixtieths of the last salary held as the employee has had years of service, but not exceeding forty-sixtieths.

A sample run may be quoted, from London to Carlisle, on the London and Northwestern night mail train. There are about thirty sorters on this train. The ordinary employee starts work, say, on Monday at 7 p. m., and arrives at Carlisle at 2.53 a. m. on Tuesday—a little less than eight hours—making 299 miles. He returns from Carlisle at 8.25 p. m. Tuesday night, arriving in London at 4.10 a. m. Wednesday, being on the road about eight hours, and covering 299 miles. The same tour of duty is performed on Wednesday and Thursday, and on Friday he lays off, resuming duty on Saturday. If we include the lay-off time, this averages six and two-fifth hours on duty per day, and an average distance run of 239 miles a day.

The clerks are not examined as to their knowledge of distribution. Something of this character is required at the beginning, during their first years of service, but there seems to be no rigid system about it, and when a clerk is understood to be experienced there is no thought of examining him.

The rates of salary to the employees are certainly lower, especially during the first years of their career, than in the United States; but bearing in mind the difference in cost of living, the lighter work, easier hours, absence of examinations, and surety of a pension in their old age, it must be admitted that there are compensations which tend strongly to equalize the differences, and in fact when the British employee has reached the maximum salary it is probable that he is in a better situation financially than would be the American postal clerk at the present scale of compensation.

Catching and delivering device.—In Great Britain a device is used for catching and delivering mails at stations where the postal-car trains do not stop. This device has been in operation a great many years and is deserving of special description because of efforts made in the United States to obtain a satisfactory device of this character. It may also be mentioned here that no attempt is made in France or Germany to exchange mails with moving trains.

The British device has been in use for thirty-five or forty years, but has been frequently modified in accordance with the suggestions of postal officers and employees. It is owned entirely by the Post-Office Department, and all expenses in connection with it is sustained by the Post-Office Department.

The apparatus on both the postal cars and on the ground is a combination of iron bars, springs, iron chains, and rope network. The apparatus on the cars occupies two side dors on the left side of the car (the trains run on the left-hand track). In the forward side doorway is the delivering arm, which swings out when needed from the side of the car. This is simply a heavy iron rod hinged to the side of the car, and having a pin at the outer end to hold the mail bag until it is tripped off the arm by the roadside apparatus. The canvass mail bag containing the mail for delivery, after being tied out is placed in a large flexible leather blanket, which is opened out on the car floor. This leather blanket costs about $14. After this is done the blanket is folded over from right to left, and again from left to right, and then fastened by buckled straps.

The upper and lower ends of the blanket are then turned down and up, respectively, and again fastened by fixed straps, which are buckled over the bundle lengthwise. When this is done it is found that at the end of the leather blanket is disclosed a heavy leather thong, about 18 inches long and about 3 inches thick. This

thong is made of five or six thicknesses of leather sewed together. At the outer end of this thong is a riveted eyehole about 2 inches in diameter. To adjust the inclosed mail bag for delivery this eyehole is passed over a horizontal pin at the outer end of the delivering arm, and a metal spring cap is then thrown over to hold the two together. The delivering arm is then swung out from the side of the car and the inclosed mail bag is swinging out ready to be caught.

In the rear side doorway hangs an iron and rope network which is to do the catching. Ordinarily this arrangement is collapsed against the side of the car and is not extended until needed. The two doorways in the car, the forward one for delivery and the latter one for catching, are probably 4 feet apart. Between the two doorways is a lever, which, being raised, throws out the network in the rear doorway, and the delivering arm with its mail being already extended from the former doorway, all is ready on the car for delivery and receipt.

The catching network projects 31 inches outside of the panel of the carriage, and the carriage is 8 feet wide. When the network is thrown out a bell commences to ring in the car and continues ringing until the operation of catching is finished. This is to prevent any undue exposure of the apparatus which might come in contact with bridges, tunnels, or other permanent fixtures, to the injury of the postal car or of the train.

On the roadside, near the railroad track, stands the other or ground part of the apparatus. First, as the train approaches, comes the receiving end. This is an iron framework, heavily buttressed with ties and stanchions. To this is attached iron chains and heavy rope network. When not in use the iron frame (on the side next the track) leans over away from the track. When opened out and braced for operation the upright iron nearest the track is 2 feet 4½ inches from the rail. Beyond this network, about 200 feet farther distant from the approaching train, is the standard, or mail crane, on which mail from the post-office is hung up to be caught by the train. The mail bag is inclosed in a leather blanket, the same as already described, and the bag is fastened by a leather thong to the horizontal arm, precisely as is done on the postal car. The bundle then hangs loose, dangling freely at the outer end of the mail crane. The upper pin on the mail crane nearest the car is 3 feet from the outside of rail at 10 feet high. The car net is 4 feet from outside of rail at 9 feet 8 inches high.

By having a succession of standards or mail cranes many bags can be caught at one station; eight, and even ten, are so caught. The maximum weight per bag allowed is 50 pounds from the post-office and 60 pounds from the car. Hence as much as 400 pounds is caught at a single station. By equipping several postal cars on the train a similar weight can be delivered.

Each roadside apparatus costs about $75. The car apparatus complete costs about $400. Both are constantly in need of repair in the rope work and ironwork. The rope work net on the car is expected to last for a year if kept in repair.

There are about 550 mail cranes in use, and about 1,800 exchanges are made daily. The apparatus is never worked by railroad employees. No complete record is kept by the post-office department of failures to exchange, but they admit that a very few are made; perhaps one failure in a thousand or two thousand. Very few accidents are reported, but there have been several accidents, and even one or two fatalities. There is very little liability of persons being injured, because the public is excluded from the railway right of way, and it is, in fact, for this reason that the post-office department is frequently obliged to pay for a pathway to the mail crane in order to get access to it at all.

The post-office department pays for all parts of the apparatus and employs traveling inspectors and mechanics to keep it in repair. The post-office department also pays for the site occupied by the mail crane, and for a new site when the railway company needs the old site for its own business. The department also pays for the paths or approaches between the railway stations or the country roads and the place where the mail crane is situated.

According to my observation, the apparatus performs its work satisfactorily, but is a very heavy, cumbrous device, taking up a great deal of space, and practically occupying the time of one man on a road where even comparatively few exchanges are made. It is a very expensive system to install and to maintain, and I should think that it would never have been adopted, and certainly not continued in use, were it not that the Post-Office Department bears all the expense. I do not think it would be at all adapted to the conditions of the service in this country, even if its excessive cost did not prohibit its consideration. In fact, I do not see the necessity for any catching system in England, if the local railway post-office service is properly developed, because with the compact population there ought to be sufficient warrant for a very frequent local railway post office service, thus doing away with the necessity for direct exchanges with through trains.

FRANCE.

Organization.—The head of the postal service in France is the minister of commerce, industry, posts, and telegraphs, and is a member of the national cabinet. The next in rank is the undersecretary of state for the posts and telegraphs; at present, M. Leon Mougeot. This officer is of political appointment. He has three immediate subordinates—

First, the chief for the cabinet. (Political appointment.)

Second, the adjutant chief. (Also a political appointment.)

Third, the sous-chef (the under chief for the cabinet), who is a permanent officer, attached to the civil service. The gentleman filling this position now is M. E. Mazoyer. The officers of political appointment are liable to be changed by a new ministry, but this does not always follow.

There is a council of administration, which holds frequent meetings, and consists of the following:

First, the undersecretary. (Chairman.)

Second, the administrator of the practical telegraph service.

Third, the administrator of the practical postal service.

Fourth, the administrator of the practical accounting service.

Fifth, chief of the postal savings-bank system.

Sixth, four general inspectors of posts and telegraphs.

Seventh, the director of the staff and of technical schools.

Eighth, the cabinet chief of the minister of commerce, industry, etc.

Ninth, the chief of the central bureau, i. e., the division of correspondence and general supervision.

The secretary of the council is the director of the staff.

General supervision of the service.—First bureau, central service: This bureau has charge of the general business not belonging to the other bureaus. Also the monthly postal guides, the annual reports of the eighty-seven departmental directors, the admission of the staff (applicants must be between 18 and 25 years of age and pass a simple examination), the central library, supervision of inward and outward correspondence on business between the department directors and the bureau chiefs; also with outside persons.

Second bureau, personnel and staff: One chief and three subordinate underchiefs.

Third bureau, post-office buildings: First division, electric material and construction, with four subordinate bureaus. Second division, practical postal service—First bureau, delivery of mail; second bureau, domestic postal service (transportation, etc.); third bureau, foreign postal service; fourth bureau, postal tariffs and postal misdemeanors; fifth bureau, postal claims and reimbursements in case of registered and insured letters. Third division, accounting division: First bureau, legal questions; second bureau, authorization of expenses; third bureau, auditing; fourth bureau, money-order business. Fourth division: Postal savings banks, with two subordinate bureaus.

Four traveling inspectors-general, for all classes of postal, telegraph, and telephone service.

Special school.—There is a high school for the staff, in which pupils spend two years. Twenty-five officers are selected for this purpose every year. This special course makes them peculiarly eligible for promotion to supervisory positions.

A number of special subordinate divisions, such as the division of postage stamps, division of central telegraph office, etc.

All of the 87 departments of France are coequal, so far as the postal service is concerned. Each director of a department confers with each head of a division through the central service division.

The annual salaries paid to some of the principal officers are as follows: Undersecretary of state, $5,000; administrators, $3,000; chief of the service, $2,400; chiefs of bureaus, $2,000; inspectors-general, $3,000; director of the department of the Seine, $2,400; other department directors and chief clerks of the traveling post-offices, $2,000.

The postmasters at the principal offices are of political appointment, and receive a commission on the sale of stamps, collection of debts, etc., in addition to their salary. Thus the postmaster at Paris receives a salary and commission of about $11,000 per annum, although he is a subordinate of the director of the department of the Seine, whose salary is $2,400. The salary, plus commission, of other prominent postmasterships, is as follows: Lyons, $3,136; Marseilles, $4,187; Bordeaux, $3,222; Havre, $3,178; although in each case the director of the provincial department in which these offices are situated receives only $2,000.

Local inspection of the service.—Each of the 87 departments in France constitutes a local subdivision of the postal service, and its operations are supervised by a departmental director, who reports to the central office at Paris.

Railway mail service and railway post-office service.—The railway mail service is under the chief of the bureau of transportation, M. Vasseur. I learned from him and from others that the first experiment in traveling post-offices in France was made in 1844. There are now 100 traveling post-office lines, arranged in 8 divisions, with 8 directors and 13 inspectors. There are 2,039 railway postal clerks and 813 messengers, making a total working force of 2,852 men. The messengers accompany closed mails on trains and sort letters from railway letter boxes. They also act as helpers and porters in the traveling post-offices. The distribution in the traveling post-offices is mainly of letter mail, but some paper mail, to a limited quantity, is also worked.

There are 468 postal cars, of two types. One is 22 feet long, and the other is 23 feet 6 inches long. Hence, the longest postal car is not half the length of our average full postal car. The French post-office department have had it in contemplation to build postal cars 40 feet long, and even 50 feet long, but nothing has been done in this direction, and it is not likely that if longer cars are built they will exceed 40 feet. Apartment cars are very little used, there being only about twenty in which railway post-offices of secondary importance have a compartment, corresponding in length to two passenger compartments.

About one-third of the full postal cars are vestibuled. This is simply a connecting structure, about 2 feet wide, with a decided rise in the center of the bridge.

There are no exclusive mail trains. The government is entitled under the charters to one special mail train each way daily, and also to a postal car on every other train. The fact is, however, that there are only a few mail trains carrying sufficient mail to justify three or four postal cars.

The postal cars are fitted with pigeon-hole cases for distribution. The boxes are much larger than with us, being about 6 inches wide by about 5 inches high and perhaps 9 inches deep. The distribution cases occupy almost the entire sides of the car, very little space being left for storage. Bag racks are not used; but a few sacks are hung, each from one nail; so that the aperture is never open. The interior furniture is not padded, as is the case in the British postal cars. The illumination is generally by oil lamps of fair quality. They burn a vegetable oil. Electric light has been provided in only two postal cars; but an extension of this style of light is hoped for. The postal-car floor is covered with a very heavy, soft matting, evidently to make the riding easier for the clerks. Clerks work in the cars usually several hours before departure.

There seemed to be no uniform required of the clerks; but the porters and messengers all wore a blue blouse, reaching to the knees, this blouse being provided by the department.

The traveling post-office force in France is a distinct class of labor, and employees entering this branch of the service remain therein permanently until they are retired on pension or transferred, upon their individual request, to post-office or other service. It is the custom for the employees and officers to begin with a minimum salary, the law providing for an increase about every three or four years, dependent upon good behavior, so that in the course of fifteen or twenty years the maximum salary is reached. In addition to the salary, there is an annual allowance for subsistence to the officers and employees of the railway mail service. The maximum salary and allowances are as follows:

Designation.	Maximum salary.	Allowance.	Total salary and allowance.
Directeur (chief clerk)	$2,000.00	$300.00	$2,300.00
Inspecteur (traveling chief clerk)	1,200.00	240.00	1,440.00
Chef de brigade (clerk in charge)	850.00	240.00	1,090.00
Commis (clerk)	600.00	180.00	780.00
Courrier (helpers, or messengers)	360.00	140.00	500.00

Mileage and hours.—As far as I could ascertain from general inquiries, the mileage and hours of duty for the traveling post-office force are less than they are with us. There seems to be no continuous lay-off time for several days consecutively, but the lay-over at the termini is liberal, and there is usually a free day after, say, four days of consecutive duty. To illustrate the runs I took up one or two special instances, which worked out as follows:

Between Paris and Bordeaux, 363 miles, there are eight postal cars each way daily. Of the eight leaving Paris, five go out on the night trains. On the 8.30 p. m. local railway post-office, from Paris to Bordeaux, there are 13 postal clerks, and on the 10.30 p. m. express train there are 11 postal clerks. The clerks on the 8.30 p. m. train begin duty in Paris at 3 p. m., and arrive at Bordeaux at 6.30 a. m. the next day. If the first run were made on a Monday night, the return run from

Bordeaux would be on Wednesday night, leaving there 7.30 p. m. and arriving at Paris 7.15 a. m. Thursday. The clerks would then lie over on Friday and resume duty on Saturday evening. The outward trip would keep the clerks on duty for fifteen hours thirty minutes, and the return trip twelve hours. The lay-over at Bordeaux would be thirty-seven hours. The lay-over at Paris would be about thirty-two hours. By counting in the fifth day as lay-off, we find an average of five hours thirty minutes of daily duty, with an average mileage of 144 miles.

Another instance is the night railway post-office from Paris to Rennes. There are two postal cars, one going to Angers, 191 miles, with 9 postal clerks, and the other going to Rennes, 232 miles, with 11 postal clerks. The clerks running between Paris and Rennes begin work at Paris at 3.30 p. m., say, on Monday, the train leaving at 8.30 p. m. and arriving at Rennes at 4 a. m. Tuesday. They leave Rennes to return at 9 p. m. Wednesday, and arrive at Paris at 4 a. m. Thursday. They leave Paris again at 9 p. m. Friday, etc. There are four crews for this run, and an analysis of this run shows that the clerks on the outward trip are employed for twelve hours thirty minutes, and the return trip seven hours, thus making nineteen hours thirty minutes actual work in four days; an average of less than five hours a day. The mileage covered in four days is 464, making a daily average of 116 miles. It will be noticed that the lay over at Rennes is forty-one hours and at Paris thirty-five hours.

These instances confirm the general information gathered that the strain on the clerks is very much less than in the United States, especially when it is known that the clerks are not required to pass examination on their knowledge of distribution constantly, as we find to be necessary in order to maintain a high accuracy in distribution. Further, there is very little handling of heavy mail matter, as but little newspaper matter is carried. I doubt if the average load of all mail matter in a postal car would exceed 1 ton, if it amounts to that much, and the large number of clerks in a crew assist in lightening the general task.

The employees of the railway mail service are entitled to a pension, simply because they are included in the pension system which applies to all departments of the civil administration. The fund is raised by a monthly contribution of five per cent of the salary of all officers and employees. The pension amounts to one-half of the salary, but the maximum amount is $1,200. If an employee is injured and incapacitated in the line of duty, he is pensioned, regardless of his age. As a rule, retirement occurs about 60 years of age. A free vacation is given to all employees to the extent of 20 days per annum.

GERMANY.

Organization.—The imperial postal administration of the German Empire embraces all States of the Empire except the Kingdoms of Bavaria and Wurtemberg, which still possess their own postal organization. The imperial postal laws and rates are respected in Bavaria and Wurtemburg, but not necessarily as regards internal rates of postage. These Kingdoms appoint their own postal officers and postal staff.

It should be remembered that the imperial postal administration embraces not merely the postal service, but also the telegraph and telephone service.

The head of the imperial postal administration is the postmaster-general, who is a secretary of the state—at present General von Podbielski, who also has the administration of the imperial printing office. The next in rank comes the under secretary of state, Herr Fritsch. The general administration is divided into 4 sections, each under a director, and there is a staff of 20 privy councilors, and a considerable number of privy secretaries.

The Empire is divided into 41 postal districts, each supervised by a director of posts (ober-post-director). The post-offices and all classes of service in each district are subordinate to the director for that district, who in turn is subordinate to the chief provincial director of posts in Berlin.

The operation of the service throughout the Empire in general is supervised by the imperial administration, the members (privy councilors) being often sent into the various postal districts for general or particular inspection of the post and telegraph service.

The salaries of the general officers are as follows: The postmaster-general, $7,500; under-secretary of state for the postal and telegraph service, $5,000; directors, $3,750 each; 20 privy councilors, $2,750 each; 106 privy secretaries, $1,500 each; 41 ober-post-directors, $2,500 each; 170 councilors, $1,800 each; postal directors (postmasters of first-class offices), maximum salary, $1,500.

Railway-mail service and railway post-office service.—The German Empire, outside of Bavaria and Wurttemberg, is divided into 33 railway-mail service divisions, and each division is given a number, which is used to designate it, and also used in the labeling of mails. For example, there are 5 traveling post-office lines out of Berlin, numbered respectively 1, 2, 3, 4, and 18. The railway-mail service divisions are

defined by railway lines, but also to some extent by territory. I happened to learn of the composition of traveling post-office district No. 2, and this may be cited as indicative of the others. It contains 117 officer clerks and 128 subalterns, a total working force of 245. The post director of traveling post-office No. 2 has charge of 6 postal car lines, with 245 railway postal clerks, and his supervision extends over 896 miles of track. Each division is under the control of a head, called a post director, who in turn is subordinate to the chief provincial director of posts at Berlin.

Over 90 per cent of the railway mileage in the German Empire is owned and operated by the several States of the Empire, and under the existing laws the post-office department is entitled to one postal car on every train, but if another car is needed it must be paid for. There are no exclusive mail trains.

The distribution en route is almost entirely confined to letter mail, although a small percentage of printed matter is also handled. Newspapers are handled separately by a distinct system—the post-office taking the subscriptions from the public and simply receiving a bulk lot of newspapers from the publishers, which are made up into packages in the post-office and transmitted to destination by trains, where the packages are broken and the individual papers handed out to the subscribers. When the newspapers are transmitted by railway they are in charge of a subaltern postal clerk, with the grade of porter. The higher grade of railway postal clerks are called officers, and their duties are largely confined to the handling of letter mail and registered mail.

When there is more than one postal car on the train, the additional cars are usually for parcels post matter. Closed mails in letter bags are sometimes carried in charge of railway employees.

The railway postal clerks are carried free while on duty and while going to and from duty; but postal officers, including those inspecting the service, must purchase a second-class ticket at the uniform rate of 6 pfennigs per kilometer (2½ cents a mile).

Postal cars.—In 1898 there were 1,742 postal cars and 1,238 mail apartments. The full postal cars are of three lengths—27½ feet, 32½ feet, and 39 feet. These postal cars are built and maintained by the Government. The mail apartments are simply one or two passenger compartments supplied with simple post-office furniture, the construction and maintenance also being paid for by the postal administration. The postal cars seem to be of solid construction, and are very neatly arranged for the work to be performed. The sides and ends of the cars are occupied by pigeon-hole cases for distribution. The pigeon holes are larger than in American postal cars, being about 8 inches wide by perhaps 6 inches high and about 10 inches deep. In one car, 32½ feet long, which I inspected, there were at each end of the car 102 pigeon-hole boxes on the sides of the car and 66 at the end, making a total of 168 in each end of the car, or providing for 336 separations altogether. The horizontal partition between each row of pigeon holes is about seven-eighths of an inch wide, and is faced with black silicate, upon which the postal clerks label the boxes with chalk before starting out on their runs. This system is adopted because it is convenient to send the postal cars out on any run without regard to the permanent assignment of them.

The cars are all lighted by electricity, this being furnished by storage batteries. The light seems to be very good.

There is a very small bag rack sufficient for 15 or 20 bags, and this bag rack is mostly of fixed construction, but the outer tiers are collapsible. There is very little storage room, certainly not to exceed 3 feet in length. There is also room under the table for perhaps 5 or 6 bags of mail.

One unique feature about the cars is the cellar that is built in them with trapdoors. These cellars are intended for storage mail. The greatest length of cellar takes in about one-third the length of the car, and would contain about 9 or 10 bags filled with mail.

It is probable that the average load carried in the postal cars—which, as already explained, are mainly for letter distribution—would not exceed 1 ton, if it reaches that weight.

As would be surmised from the above description, both ends of the cars are closed, and the entrance is effected by doors in the middle of the car on both sides. The hopper and clothes closet are placed in the side of the car, near one of the side doors. It was observed in the postal cars of Great Britain, France, and Germany that they are not as high as our cars, and the arrangements for ventilation are not as satisfactory, especially because of the limited height.

Traveling post-office force and their salaries.—There are at the present time in the traveling post-office force 5,831 officers and men. The traveling post-office force is distinct from the post-office force, and it is regarded as necessary to make the service as easy and attractive as possible, in order to induce the clerks to remain therein. The clerks are of two grades. The higher grade, those working letter mail and handling registers, are called officers. The lower grade of clerks act as helpers in the

railway post-offices and as guards in charge of closed mails. They also travel independently in charge of newspaper matter, and in the distribution of city mail. The higher clerks are supposed to be uniformed when they appear in public, but all those I saw at work were in citizens' costume. The lower class of clerks (schaffners) wear a blue blouse reaching to the knees, furnished by the Government. There is no graduation from the lower force to the upper.

The postal clerks commence at a salary of $425 per annum (subalterns at $375), and obtain a promotion every three years or so, dependent on good behavior, until they reach at the end of fifteen or twenty years the maximum salary of $875 per annum (subalterns, $750). They also receive an allowance of about half a cent a mile for subsistence. Also an allowance of from 18 cents to 37 cents a day for a lay over of six hours or more. The subalterns receive a subsistence allowance of about a quarter of a cent a mile and from 12 cents to 25 cents a day for a lay over of six hours or more.

The salaries of the traveling post-office force, as will be seen from the above, vary according to the number of years the individual has been in the service, as well as the length and conditions of the run upon which he is employed. Some sample runs may be cited:

Berlin to Eisenach, 126 miles, working force, 6 officers and 4 subalterns; total, 10 men. Commence at Berlin at 7 p. m. (say Monday), train leaving at 9 p. m.; arrive at Eisenach at 2.44 a. m. next morning, Tuesday; leave Eisenach at 1 a. m. on Wednesday, and arrive at Berlin at 6.45 a. m. on Wednesday; resume work at Berlin again on Friday at 7 p. m. It will therefore be seen that the outward trip occupies seven hours and forty-four minutes, and the inward trip five hours and forty-five minutes, making a total of thirteen hours and twenty-nine minutes, and 252 miles for three days, or an average of four hours and twenty-nine minutes actual work per day, and an average of 84 miles per day.

Berlin to Hanover, 163 miles, working force, 3 officers, 2 subalterns, also 3 subalterns for Berlin city separation on the return trip; total, 8 men. The run of the clerks as to return trips, and also the schedule for the following day, varies, but taking one as a sample, he would leave Berlin, say, on Monday at 11.45 p. m., arriving at Hanover 3.45 a. m. Tuesday, leave Hanover 12.01 a. m.; arrive at Berlin at 7 a. m. Wednesday, leave Berlin at 7 p. m.; arrive at Hanover 1 a. m. Thursday, leave Hanover at 3 p. m., arrive at Berlin at 7 p. m. Friday, report at the office to make reports, etc., two hours. Saturday, leave Berlin at 7 p. m., arrive at Hanover at 1 a. m., and so continue, the round being completed in eighteen days. By analyzing this run we find that in six days there is a total of work on the road of about twenty-nine hours, an average of about five hours a day; and a total mileage of 815 miles, making an average of 136 miles a day. We also observe that the lay-over time each day at Berlin or Hanover varied from eight hours as a minimum to fifteen hours as a maximum, and that there is practically a lay-off day after every four days of running.

On this particular run the subsistence allowance for mileage and stop-over would amount to about $270 per annum; and this, added to the maximum postal clerk's salary of $875, would show a total of salary and allowance of $1,145 per annum.

The chief clerks of the service—those who supervise the work on one or more lines—are called post directors. As already shown, they receive a maximum salary of $1,500; and when these officers are obliged to travel, they receive a fixed allowance for expenses of $3 a day; and in addition to this, they have a mileage allowance of 5½ cents a mile, out of which they are obliged to buy a second-class ticket at the rate of 2½ cents a mile, the difference of 3 cents a mile being the perquisite of the officer. They also get an additional allowance for the handling of their baggage at places where they stop over.

There is a civil pension system, of which the principal provisions are the following: After ten years' service every official or employee has a claim to a pension, amounting at that time to one-quarter or fifteen-sixtieths of the combined salary and allowance. The pension then increases one-sixtieth for each year up to the maximum of forty-five sixtieths of the last salary paid. If the last salary is over $3,000, the excess beyond that amount is only counted one-half. There is also provision for the widows and children of deceased officers. In this case there is a maximum of $500. The retirement of an officer or employee can be compulsory if he is unable to fulfill his duties, or at the age of 65 years.

SUMMARY.

In order to complete the comparison with similar service in the United States, I may restate that in regard to postal cars Great Britain has 235, France, 468, and Germany, 1,742, as compared with 3,516 postal cars and apartments in the United States. I include the apartment cars in the United States figures, for the reason that in many cases our apartments are equal in length to full-size postal cars abroad.

The number of traveling post-office force is, in Great Britain, 683; in France, 2,852; in Germany, 5,831; and in the United States, 7,281 clerks employed on route duty.

As showing the necessary scope that the postal clerks' knowledge of distribution must cover, we may cite the number of post-offices to which mail is liable to be addressed, and which would relatively indicate this proportion: Great Britain, 21,197; France, 9,000; Germany, 34,415; United States, 71,000.

I was not able to learn, in any of the three countries, of a general scheme of distribution in the form of a printed book, such as we have, giving the name of every post-office and every possible means of supplying it with mail. In Great Britain I saw some printed lists of offices, and in France, some stand-point schemes, massing all mail for a "departement" to the head office and then giving detailed information regarding the exceptional post-offices. In Germany the schemes seem to be written, except that the printed columnar form is furnished by the department.

I confess to much surprise in learning that there was no permanent system of continued examinations of the working force in any one of these three countries to test their knowledge of their business from time to time. We find that this is absolutely necessary, because a postal clerk can not readily retain a knowledge of more than 8,000 or 10,000 post-offices, and he needs constant study, as well as practice, to retain it accurately. Noting the number of post-offices in Great Britain, France, and Germany, shown above, it seems impossible that the railway post-office force can sort mail with complete accuracy without study and without examinations. My conclusion would therefore be unhesitatingly that the accuracy of distribution of mail matter is likely to be considerably greater in the United States than in any of those countries.

There is a system in all three countries of reporting errors that are made in distribution, but how faithfully this is carried out it is of course impossible for me to tell.

The civil pension system is a very prominent factor in the conduct of the service in England, France, and Germany. It makes the working force both in the post-offices and in the railway post-office service contented with the very low salaries which are paid to them early in their career, because they not only look forward to an automatic increase of pay, dependent upon good behavior, but also to a pension that will take care of them in their old age. It seems to have a salutary effect on the entire service, and is of course extremely important in the railway postal service, where the danger of accidents and sudden death is so imminent.

The position of postmaster in Great Britain and Germany is simply regarded as an ordinary assignment in the economy of the service, and as the appointments to these offices are not controlled by political influences the members of the working staff can carry out the worthy ambition of occupying these comparatively well-paid places by fulfilling their duties in a creditable manner. The system of administration provides for this by training the clerks and under officers to fill the higher positions.

Reverting to the railway postal service, in conclusion, I could not find, in my casual observations or inquiries, any method of work or any mechanical device which could be recommended for adoption in our own railway postal service. The distribution of mail en route in postal cars was commenced abroad a number of years before we undertook it, but our opportunities for its development have been relatively greater because of the longer distances to be traversed, the greater amount of mail to be handled, and the general disposition to accept and try new ideas.

In the three countries we visited the working force seemed to be intelligent, active, and industrious; and the postal car arrangements, while in some respects inferior to our own, were, nevertheless, in the main well calculated for the business of the respective countries, which differ in some degree from our own. If a comparison were to be made between the railway postal clerks of the United States and those abroad, I believe that our own force would rank very high in general intelligence and physique, and that their energy and industry would be most marked, because of the development of these qualities under a continuously economical administration of the postal business. A phase of the postal service abroad frequently noticed and commented upon during our trip was that two or three times as many clerks were employed than we should employ for the same task, and this solicitude extended especially to the railway postal service, wherein it was conceded that the unavoidable hardships were so great that the lot of the employees should be made as easy and comfortable as possible.

Very respectfully,

V. J. BRADLEY,
Superintendent.

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

A.—*Annual rate of expenditures, appropriation, and estimate for mail service.*

	Annual rate of expenditure June 30, 1898.	Annual rate of expenditure June 30, 1899.	Percentage of increase or decrease in annual rate of expenditure from 1898 to 1899.		Appropriation for 1900.	Percentage of increase or decrease in appropriation for 1900 as to annual rate of expenditure for 1899.		Estimate for 1901.	Percentage of increase or decrease in estimate for 1901 as to appropriation for 1900.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes	$5,310,591.47 7/12	$5,114,948.83 1/12		3.68	$5,025,000.00		1.75	$5,240,000.00	4.27	
Transportation by steamboat routes	452,522.72	550,454.51	21.64		509,000.00		9.16	545,000.00	9	
Transportation by railroad routes	30,786,375.89	31,942,150.88	3.75		33,275,000.00	4.17		33,870,000.00	1.78	
Transportation by regulation, screen, or other wagon service	734,643.91	733,921.05		.10	750,000.00	2.19		750,000.00		
Transportation by electric and cable-car service	253,939.77	275,448.73	8.47		350,000.00	27.06		350,000.00		
Railway post-office car service	3,917,471.69	4,175,724.86	6.59		4,204,500.00	.68		4,561,000.00	8.47	
Railway post-office clerks	8,222,504.00	8,610,732.00	4.72		8,796,000.00	2.15		9,400,000.00	7.24	
Mail messenger service	902,465.53	901,566.97		.09	950,000.00			950,000.00		
Pneumatic-tube service	232,085.70	222,266.00		4.23	225,000.00			725,000.00	222.22	
Necessary and special facilities on trunk lines	195,722.50	195,722.50			196,238.75					
Mail bags, etc	319,043.84	274,642.64		13.91	275,000.00			275,000.00		
Mail locks and keys, etc	38,206.56	42,696.28	11.75		43,000.00			43,000.00		
Repair shop for mail equipments	8,451.51	8,002.24		5.31	8,500.00	6.22		8,500.00		
Miscellaneous items, office of Second Assistant Postmaster-General	[1] 916.25	[1] 999.41		9.07	1,000.00			1,000.00		
Total for inland mail service	51,374,941.34 7/12	53,049,271.90 1/12	3.25		54,599,238.75	2.92		56,718,500.00	3.88	
Foreign mail service:										
Transportation	[1] 1,620,282.71	[1] 1,629,749.83			2,154,000.00	32.16		2,248,000.00	4.36	
Balances due foreign countries	[1] 139,808.52	[1] 140,101.15			145,000.00	3.49		145,000.00		
Total	53,135,032.57 7/12	54,819,122.88 1/12	3.16		56,898,238.75	3.79		59,111,500.00	3.89	

[1] Reported by Auditor as per accounts stated to September 30, 1899.

B.—*Table of star, special-office, steamboat, railroad, mail-messenger, regulation, screen,*

[The entire service on each route is included in the amount opposite the State

States and Territories.	Star service.			Steamboat service.		
	Length of route.	Distance traveled per annum.	Annual rate of expenditure.	Length of route.	Distance traveled per annum.	Annual rate of expenditure.
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*
Maine	3,733.74	2,428,658.96	100,763.11	606.32	197,267.74	17,851.85
New Hampshire	1,224.07	811,398.64	35,377.24	74	19,864	1,689.00
Vermont	1,576.97	1,114,382.88	42,995.52			
Massachusetts	1,132.54	994,047.60	44,614.36	83.25	69,848.48	13,405.06
Rhode Island	200.37	182,461.76	9,368.18	43.12	40,240.72	12,000.00
Connecticut	789.88	635,636.56	28,913.44			
New York	8,204.48	5,585,156.72	221,339.53	164.81	126,053.20	13,714.56
New Jersey	962.84	757,261.44	34,838.22			
Pennsylvania	9,870.69	6,366,284.08	260,399.08			
Delaware	322.36	227,408.48	8,586.11			
Maryland	2,631.84	1,717,838.72	64,881.88	1,871.70	698,401.60	26,897.82
Virginia	11,008.82	6,349,593.12	177,608.54	822.95	420,655.04	43,761.23
West Virginia	6,546.62	3,066,718.88	105,577.23	20	12,480	375.00
	48,205.22	30,236,847.84	1,135,262.44	3,686.15	1,584,810.78	129,694.52
North Carolina	10,669.18	4,945,489.12	149,721.57	355	124,072	6,301.00
South Carolina	4,152.93	1,941,564.56	60,171.79	110.50	47,424	3,460.00
Georgia	7,859.06	3,568,842.16	115,046.23	34	24,128	1,887.00
Florida	3,410.86	1,312,737.92	57,037.51	1,314.52	441,237.92	132,812.14
Porto Rico				1,554.25	116,618	43,000.00
Alabama	9,223.25	3,980,380.56	132,505.28	23.75	17,290	2,100.00
Mississippi	8,095.64	3,544,309.60	120,673.05½	85	33,228	2,377.00
Tennessee	9,974.12	5,047,780.40	156,404.78½	22.50	14,040	572.00
Kentucky	10,356.75	4,985,980.48	171,050.16	467.90	267,243.60	26,489.24
	63,741.79	29,327,084.80	962,610.37½	3,967.42	1,085,281.52	218,998.38
Ohio	6,948.91	4,194,496.80	169,751.89½			
Indiana	5,131.01	3,040,472.24	114,860.99			
Illinois	4,439.77	2,552,666.48	104,615.54			
Michigan	5,199.85	2,776,439.44	119,956.34	381.25	141,736.76	9,419.87
Wisconsin	6,005.98	2,950,216.88	124,241.13	129.25	40,669.50	2,740.00
Minnesota	6,161.24	2,471,594.32	107,185.20	89	15,044.64	1,342.00
Iowa	4,535.33	2,446,668.64	96,448.93			
Missouri	11,469.08	6,232,841.68	222,955.80	261	27,144	2,548.00
	49,891.17	26,665,396.48	1,060,015.82½	860.50	224,594.90	16,049.87
Arkansas	8,887.83	3,974,469.20	115,706.24	618.25	168,224	31,861.00
Louisiana	4,515.59	1,956,221.28	67,649.77	600.66	211,635.84	23,033.10
Texas	17,552.24	8,222,501.04	257,753.46	17	5,304	351.65
Indian Territory	3,000.55	1,486,384.64	41,831.11			
Oklahoma	4,150.91	2,190,605.04	54,404.17			
Kansas	5,334.37	2,435,221.36	64,567.78			
Nebraska	4,831.45	2,128,151	62,221.82			
South Dakota	4,709.40	1,730,431.04	61,633.62			
North Dakota	3,558.23	1,332,216.08	52,985.51			
Montana	4,314.56	1,708,412.16	97,039.69			
Wyoming	3,829.81	1,437,504.64	87,735.56			
Colorado	4,050.13	1,719,496.48	84,638.93			
New Mexico	3,390.09	1,320,996.56	55,904.68			
Arizona	2,677.65	917,983.04	52,974.48			
Utah	2,378	1,156,541.36	52,281.24			
Idaho	4,022.01	1,673,343.36	95,981.98			
Washington	3,205.72	1,330,872.40	74,554.08	1,106.85	518,914.24	45,505.67
Oregon	6,990.31	3,039,309.52	178,818.01	171.04	106,728.96	8,133.00
Nevada	3,750.87	1,164,107.36	72,236.79			
California	9,994.57	4,810,149.76	242,641.27	680.37	148,836.88	17,475.00
Alaska	2,470	104,560	83,495.00	19,401	332,701	59,352.32
	107,614.29	45,839,478.32	1,957,055.19	22,655.17	1,492,340.92	185,711.74
Total	269,452.47	132,068,807.44	5,114,943.83½	31,169.24	4,387,028.12	550,454.51

or other wagon service, and electric and cable car service in operation June 30, 1899.

under which the route is numbered, though the route may extend into other States.]

Special-office service.		Railroad service.					
Length of route.	Distance traveled per annum.	Length of route.	Distance traveled per annum.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	States and Territories.
Miles.	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Dollars.*	
157.58	49,164.96	1,743.40	2,727,102.23	248,067.49	9,747.75	267,815.24	Me.
26.76	8,349 12	939 79	2,214,105.12	136,832.11	9,931.25	146,763.36	N. H.
7.50	2,340	873.62	2,171,885.87	142,339.81	17,617.00	159,956.81	Vt.
9.52	2,970.24	2,124.75	8,267,346.37	582,480.97	83,625.47	666,106.44	Mass
20	6,240	196.72	775,428.60	19,847.71		19,847.71	R. I.
.....		1,422.84	5,859,261.17	474,035.00	71,265.20	545,300.20	Conn
164.25	51 246	7,857.42	22,525,522.64	2,247,499.97	279,856.45	2,527,356.42	N. Y.
22.50	7,020	1,811.39	6,949,088.34	467,491.45	72,068.25	539,559.70	N. J.
87 35	54,506.40	7,038.54	17,920,161.95	1,480,991.47	207,277.10	1,688,268.57	Pa.
14 50	4,524	279.20	408,872.65	34,852.94		34,852.94	Del.
28.75	8,970	1,593.84	6,722,788.04	662,417.36	112,454.65	774,872.01	Md.
297 50	92,820	4,253.82	6,273,013.27	828,198.66	126,945.10	955,143.76	Va.
126.15	39,358.80	1,376.15	2,170,488.51	186,203.98	15,639.75	201,843.73	W. Va
962.36	327,509 52	31,331.48	84,985,064.76	7,511,258.92	1,016,427.97	8,527,686.89	
114.80	35,817.60	3,678.15	4,792,483.09	645,776.94	81,745.00	727,521.94	N. C.
167 25	52,182	2,333.84	3,152,634.94	289,014.92	28,454.25	317,469.17	S. C.
452	141 024	5,958.25	8,046,492.44	701,773.40	49,365.50	751,138.90	Ga.
262.75	81,978	2,381 68	2,717,012.47	217,103.17	12,309.50	229,412.67	Fla.
.....							P. R.
323.45	67 277 60	2,957.28	3,557,181.10	368,182.94	47,777.50	415,960.44	Ala.
236.33	49,156.64	3,241.04	4,947,057.83	438,353.44	47,821.60	486,175.04	Miss.
252.25	78,702	2,198.25	2,942,363.92	279,588.46	31,030.50	310,618.96	Tenn.
126.50	39,468	3,579.05	6,061,726.46	642,870.01	89,143.15	732,013.16	Ky.
1,935 33	545,605.84	26,327.54	36,216,952.25	3,582,663.28	387,647.00	3,970,310.28	
64.25	20,046	11,431.95	24,664,311.54	3,696,698.82	799,009.10	4,495,707.92	Ohio.
39.50	12,324	4,883.63	10,196,847.02	1,086,638.22	233,129.80	1,319,768.02	Ind.
142.37	44,419.44	10,316.37	18,494,394.58	1,947,284.22	337,347.90	2,284,632.12	Ill.
221.38	69,070.56	6,768.84	10,836,265.93	933,166.49	64,875.80	998,042.29	Mich.
199.25	62,166	6,220.49	8,882,700.47	930,048.23	115,153.40	1,045,201.63	Wis.
391	121,992	7,506.56	8,444,191.86	1,100,185.28	122,045.75	1,222,231.03	Minn.
114.16	35,617.92	8,104.22	10,192,019.46	1,154,696.57	153,943.95	1,308,640.52	Iowa.
355.67	110,969.04	6,350.32	9,695,453.28	1,205,249.16	180,184.10	1,385,433.26	Mo.
1,527.58	476,604.96	61,582.38	101,406,184.14	12,053,966.99	2,005,689.80	14,059,656.79	
218.25	68 094	2,438.66	3,210,254.56	450,521.26	83,126.50	533,647.76	Ark.
178.50	55,692	1,923.59	2,025,926.39	214,412.94	21,109.75	235,522.69	La.
557.51	115,962.08	9,217.48	11,493,359.03	1,170,654.64	34,601.95	1,205,256.59	Tex.
88.75	27,690	2,108.64	2,447,744.90	301,619.65	28,517.85	330,137.50	Ind. T.
184.27	57,492.24	572.32	516,603.80	59,097.16	3,846.75	62,943.91	Okla.
109.25	18,245.50	9,312.21	11,073,251.02	1,307,514.41	110,043.45	1,417,557.86	Kans.
125.50	18,272.80	6,820.99	9,050,134.87	1,581,952.64	227,787.50	1,809,740.14	Nebr.
85.50	12,448.60	2,191.29	1,590,148.82	221,362.31	2,742.50	224,104.81	S. Dak.
179.50	23,335	2,628.09	1,907,765.49	454,175.88	23,105.32	477,281.20	N. Dak.
245	50,960	1,298.09	1,094,355.81	134,540.00		134,540.00	Mont.
144.25	30,004	1,102.86	782,551.12	224,091.92	27,064.50	251,156.42	Wyo.
152.75	31,772	3,801.73	4,953,972.24	519,841.21	13,900.00	533,741.21	Colo.
180	37,440	1,421.74	1,154,162.10	181,996.56		181,996.56	N. Mex.
96	19,968	1,125.72	863,423.17	135,161.61		135,161.61	Ariz.
86.75	18,044	1,491.03	1,526,985.93	173,185.26		173,185.26	Utah.
138	28,704	275 37	208,583.44	18,263.64		18,263.64	Idaho.
81.50	25,428	2,375.98	2,092,492.30	300,360.99	15,980.00	316,340.99	Wash.
127 75	39,858	1 496.75	1,501,333.93	226,492.05	28,666.75	255,158.80	Oreg.
337.25	70,148	611	318,985.10	39,733.81		39,733.81	Nev.
607.25	189 462	5,272.01	7,171,034.04	1,079,283.75	145,467.27	1,224,751.02	Cal.
2,758	66,072						Alaska.
6,667.53	1,005,092.42	57,485.55	64,983,068.06	8,794,261.69	765,960.09	9,560,221.78	
11,092.80	2,554,812.74	176,726.95	287,591,269.21	31,942,150.88	4,175,724.86	36,117,875.74	

B.—*Table of star, special-office, steamboat, railroad, mail-messenger, regulation, screen, or*

[The entire service on each route is included in the amount opposite the State

States and Territories.	Mail-messenger service.			Regulation, screen, or other wagon service.		
	Length of route.	Distance traveled per annum.	Annual rate of expenditure.	Length of route.	Distance traveled per annum.	Annual rate of expenditure.
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*
Maine	130.40	215,578.48	18,416.08	5.52	26,520.26	3,665.50
New Hampshire	88.11	162,323.20	13,181.50	1.72	14,080.36	2,575.00
Vermont	49.44	99,557.12	9,263.72	.86	4,621.76	1,048.00
Massachusetts	141.84	383,568.64	38,700.98	18.86	178,960.95	44,066.00
Rhode Island	18.28	46,074.08	4,109.00	3.92	24,674.76	2,800.00
Connecticut	83.06	229,540.48	19,461.98	4.91	44,544.76	6,416.99
New York	531.15	1,430,970.32	98,058.73	405.60	1,274,753.27	278,682.96
New Jersey	132.53	304,926.96	25,035.78	36.68	74,427.60	8,962.00
Pennsylvania	481.65	940,046.64	84,742.38	44.33	246,226.13	45,524.99
Delaware	26.32	35,667.84	2,630.47	5.02	14,158.56	1,097.50
Maryland	84.38	141,353.68	10,659.52	46.11	181,524.32	32,643.00
Virginia	168.37	270,514.40	18,911.88	26.98	43,151.23	7,754.99
West Virginia	48.44	94,274.96	9,357.98	3.89	10,444.72	1,356.99
	1,983.97	4,354,396.80	352,530.00	604.40	2,138,088.68	436,113.92
North Carolina	77.50	112,063.12	8,144.87	7.80	22,329.61	3,045.00
South Carolina	44.62	62,336.56	5,619.67	11.47	25,927.20	4,137.00
Georgia	84.13	122,768.88	9,794.12	11.71	35,071.82	6,382.00
Florida	74.14	98,369.44	12,204.20	2.33	11,869.75	2,032.00
Porto Rico						
Alabama	71.84	106,343.12	9,895.15	2.77	12,086.50	1,820.00
Mississippi	54.37	84,987.76	8,030.13	1.46	4,394.52	1,089.00
Tennessee	76.51	112,324.16	10,470.42	40.72	92,570.88	9,460.00
Kentucky	87.49	160,890.08	15,159.31	15.54	57,331.24	8,159.00
	570.60	860,083.12	79,317.87	93.80	261,581.52	36,124.00
Ohio	428.99	796,456.96	68,346.51	78.47	269,168.56	40,840.00
Indiana	195.68	408,982.08	34,738.16	22.24	96,597.75	10,459.00
Illinois	190.98	429,205.92	41,000.95	380.34	658,674.28	89,004.00
Michigan	219.49	450,146.32	37,228.35	44.82	141,305.67	15,755.00
Wisconsin	156.19	306,902.96	29,751.21	25.61	83,439.72	11,283.00
Minnesota	93.11	174,740.80	19,935.18	11.80	68,466.84	8,819.00
Iowa	156.54	351,957.84	32,578.03	23.17	73,616.61	10,437.00
Missouri	141.94	303,036.24	25,452.34	51.38	198,482.32	25,285.00
	1,582.92	3,221,429.12	289,030.73	637.83	1,589,751.75	211,882.00
Arkansas	50.89	75,889.84	7,770.38	3.40	11,152.96	1,695.00
Louisiana	100.98	134,510.48	15,291.25	56.59	82,529.20	5,917.00
Texas	108.91	146,362.32	19,713.59	31.76	73,831.09	6,321.00
Indian Territory	11.75	17,756.96	2,002.90			
Oklahoma	12.55	23,781.68	2,705.00			
Kansas	173.49	335,228.40	33,051.41	24.37	67,202.44	8,684.40
Nebraska	63.80	136,278.48	14,727.70	13.63	40,111.24	4,716.00
South Dakota	16.54	26,614.64	4,395.88	2.71	3,582.06	612.00
North Dakota	12.58	18,609.76	2,866.90	1.07	2,642.64	612.00
Montana	29.36	35,658.48	6,212.50	2	5,564	970.00
Wyoming	7.65	9,732.32	1,389.00			
Colorado	30.93	47,008	8,907.70	4.93	13,997.37	2,544.00
New Mexico	12.64	19,309.68	2,321.49			
Arizona	5.81	6,148.48	1,476.00			
Utah	46.05	65,448.24	6,085.60	1.65	7,645.27	1,111.00
Idaho	12.96	14,709.76	2,869.35			
Washington	55.91	82,456.40	15,272.08	4.57	4,389.96	1,790.00
Oregon	31.79	59,900.88	6,364.70	18.13	26,655.58	3,585.73
Nevada	2.16	2,458.56	581.00			
California	109.45	225,886.96	22,512.94	22.74	105,180.42	11,243.00
Alaska	23.25	11,232	4,171.00			
	919.45	1,494,982.32	180,688.37	187.55	444,484.23	49,801.13
Total	5,056.94	9,930,891.36	901,566.97	1,523.58	4,433,906.18	733,921.05
Railway post-office clerks						
Mail equipments						
Pneumatic tube service						
Necessary and special facilities						
Special-office service						
Aggregate						

other wagon service, and electric and cable car service in operation June 30, 1899—Cont'd.

under which the route is numbered, though the route may extend into other States.]

Electric and cable car service.			Total service.			States and Territories.
Length of route.	Distance traveled per annum.	Annual rate of expenditure.	Total length of route.	Total distance traveled per annum.	Total annual rate of expenditure.	
Miles.	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*	
29.71	59,203.37	2,138.66	6,406.67	5,703,496	410,650.44	Me.
26.63	44,907.96	2,204.17	2,381.08	3,275,028.40	201,790.27	N. H.
20.09	43,999.88	1,474.38	2,528.48	3,441,787.51	214,738.43	Vt.
196.51	510,933.73	30,534.01	3,707.27	10,407,676.01	837,426.85	Mass.
27.48	35,411.40	1,342.91	509.89	1,110,531.32	48,967.80	R. I.
76.29	179,807.92	5,718.00	2,196.98	6,948,790.89	605,810.61	Conn.
206.57	866,543.11	51,663.90	17,534.28	31,860,245.26	3,190,816.10	N. Y.
38.92	78,081.55	2,219.59	3,004.86	8,170,805.89	610,635.29	N. J.
210.31	749,478.65	52,699.24	17,732.87	26,276,703.85	2,131,634.26	Pa.
			647.40	690,631.53	47,167.02	Del.
110.45	460,839.05	42,303.40	6,367.07	9,931,715.41	952,257.63	Md.
34.52	30,525.52	1,006.26	16,612.96	13,480,272.58	1,204,186.66	Va.
9.79	31,172.80	1,003.78	8,131.04	5,424,938.67	319,514.71	W. Va.
987.27	3,095,904.94	194,308.30	87,760.85	126,722,623.32	10,775,596.07	
7.00	9,342.00		14,909.43	10,041,596.54	894,734.38	N. C.
.....			6,820.61	5,282,069.26	390,857.63	S. C.
7.87	4,926.62	200.00	14,407.02	11,943,253.92	884,448.25	Ga.
1.95	1,220.70	150.00	7,448.23	4,664,426.20	433,648.52	Fla.
.....			1,554.25	116,618.00	43,000.00	P. R.
7.06	13,992.92	419.78	12,609.40	7,754,551.80	562,700.65	Ala.
.....			11,713.84	8,663,134.35	618,344.22½	Miss.
22.67	31,635.72	1,090.59	12,587.02	8,319,417.06	488,616.75½	Tenn.
28.11	71,970.11	1,935.06	14,661.34	11,644,609.97	954,805.93	Ky.
74.66	133,088.07	3,795.43	96,711.14	66,429,677.12	5,271,156.33⅓	
291.93	582,872.77	17,885.63	19,244.50	30,527,352.63	4,792,531.95½	Ohio.
21.25	39,640.46	1,206.11	10,293.31	13,794,863.55	1,481,032.28	Ind.
60.43	186,159.94	12,451.52	15,530.26	22,365,520.64	2,531,704.13	Ill.
66.38	71,724.42	2,144.88	12,902.01	14,486,689.10	1,182,546.73	Mich.
11.60	15,513	536.38	12,748.37	12,341,608.53	1,213,753.35	Wis.
39.73	100,216.10	2,400.00	14,292.44	11,405,246.56	1,361,912.41	Minn.
33.92	87,539.47	2,394.57	12,967.34	13,187,419.94	1,450,499.05	Iowa.
68.91	147,107.80	16,645.25	18,698.30	16,715,034.36	1,678,319.65	Mo.
594.15	1,239,773.96	55,664.34	116,676.53	134,823,735.31	15,692,299.55½	
.....			12,217.28	7,508,080.56	690,680.38	Ark.
.....			7,375.91	4,466,515.19	347,413.81	La.
5.70	10,963.60	329.50	27,490.60	20,068,303.16	1,489,725.79	Tex.
.....			5,209.69	3,979,576.50	373,971.51	Ind. T.
.....			4,920.05	2,788,482.76	120,053.08	Okla.
3.70	6,373.34	375.00	14,948.39	13,935,522.06	1,524,236.45	Kans.
20.56	61,572.98	1,847.18	11,875.93	11,434,522.37	1,893,252.84	Nebr.
.....			7,005.44	3,363,225.36	290,746.31	S. Dak.
.....			6,379.47	3,284,568.97	533,745.61	N. Dak.
.....			5,889.01	2,894,950.45	238,762.19	Mont.
.....			5,084.57	2,259,792.06	340,280.98	Wyo.
36.99	62,695.53	1,922.36	8,077.46	6,828,941.62	631,754.20	Colo.
.....			5,004.47	2,531,908.34	240,222.73	N. Mex.
.....			3,905.18	1,807,522.69	189,612.09	Ariz.
7.14	9,681.84	290.46	4,010.62	2,784,346.64	232,953.56	Utah.
.....			4,448.34	1,925,340.56	117,114.97	Idaho.
72.74	79,391.22	2,525.43	6,903.27	4,133,944.52	455,988.25	Wash.
36.26	62,410.73	1,872.31	8,872.03	4,836,197.60	453,932.55	Oreg.
.....			4,701.28	1,555,699.02	112,551.60	Nev.
87.71	216,253.94	12,518.42	16,774.10	12,866,804	1,531,141.65	Cal.
.....			24,707.25	514,565	147,018.32	Alaska.
270.80	509,363.18	21,680.66	195,800.34	115,768,809.45	11,955,158.87	
1,926.88	4,978,130.15	275,448.73	496,943.86	445,744,845.20	43,694,210.83⅓	
.....					8,610,732.00	
.....					325,341.16	
.....					222,266.00	
.....					195,722.50	
.....					28,141.42	
.....					53,076,413.91⅓	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899.*

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MAINE.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
101001	Caribou and Limestone	Bangor and Aroostook R. R. Co.	16.62		350.00	6					Agreement.
101002	Newport and Foxcroft	Maine Central R. R. Co	29.91	103.46	3,094.48	12					
101003	Farmington and Brunswick	do	63.24	131.67	8,326.81	15.88					
101004	Belfast and Burnham	do	33.56	117.99	3,959.74	18					
101005	Cumberland Junction (n. o.) and Skowhegan.	do	91.18	159.03	14,500.35	26.64					
101006	Portland and Bangor	do	135.81	492.48	66,883.70	19.76	135.17	125.00	16,896.25	2 lines 60 feet; 1 line 40 feet.	
101007	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Co. of Canada.	165.55	153.90	25,478.14	20.46					
101008	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	53.16	157.32	8,363.13	14.61					
101009	Brownville and Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	13.05	42.75	557.88	6					
101010	Portland, Me., and Fabyan House, N. H.	Maine Central R. R. Co.	88.06	134.24	11,821.17	12					
101011	Brunswick and Bath	do	9.15	180.41	1,650.75	34.50					
101012	Bangor and Vanceboro	do	114.83	228.29	26,214.54	20.79	114.06	25.00	2,851.50	1 line 40 feet...	
101013	Bangor and Bucksport	do	20.33	93.20	1,894.75	15					
101014	Milo Junction and Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	85.50	4,175.82	8.20					
101015	Bath and Rockland	Maine Central R. R. Co	48.05	150.48	7,230.56	12					
101016	Houlton and New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co	4.00	42.75	171.00	12					
101017	Calais and Princeton	St. Croix and Penobscot R. R. Co.	21.35	42.75	912.71	6					
101018	Oakland and Bingham	Somerset Rwy	41.66	71.82	2,992.02	12					
101019	Poland Spring Junction (n. o.) and Rumford Falls.	Portland and Rumford Falls Rwy.	52.87	113.72	6,012.37	12.65					
101020	Farmington and Phillips	Sandy River R. R. Co	18.34	75.24	1,379.90	18					
101021	Lewiston and Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5.50	44.46	244.53	9					
101022	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R. Co.	16.14	51.30	827.98	12					
101023	Monson Junction (n. o.) and Monson.	Monson R. R. Co	6.25	42.75	267.18	15					
101024	Bangor and Mount Desert Ferry.	Maine Central R. R. Co	43.19	141.93	6,129.95	12					

101025	Strong Station (n. o.) and Carrebassett.	Franklin and Megantic Rwy. Co.	25.23	42.75	1,078.58	9.60					
101026	Hartland and Pittsfield	Sebasticook and Moosehead R. R. Co.	8.43	44.46	374.79	18					
101027	Kennebunk Port and Kennebunk Station (n. o.).	Boston and Maine R. R	4.69	49.59	232.57	26					
101028	Vacant.										
101029	Harrison and Bridgton	Bridgton and Saco River R. R. Co.	5.67	42.75	242.39	6					
101030	Greenville and Boundary Line (n. o.).	Canadian Pacific Rwy. Co	68.30	42.75	2,919.82	6					
101031	Togus and Randolph	Kennebec Central R. R. Co	5.17	50.45	260.82	18					
101032	Phillips and Rangeley	Phillips and Rangeley R. R. Co.	29.01	57.29	1,661.98	9					
101033	Union and West Warren	Georges Valley R. R. Co	8.24	44.46	366.35	12					
101034	Washington Junction (n. o.) and Calais.	Washington County R. R. Co.	102.24	42.75	4,370.76	6					
101035	Eastport Junction (n. o.) and Eastport.	do	16.27	42.75	695.54	6					
101036	Vacant.										
101037	Fort Fairfield and Fort Fairfield Junction (n. o.).	Bangor and Aroostook R. R. Co.	13.90	50.45	701.25	15					
101038	Caribou and Oldtown	do	188.56	129.11	24,344.98	17.45					
101039	Vacant.										
101040	Albion and Wiscasset	Wiscasset and Quebec R. R. Co.	44.59	76.95	3,431.20	12					
101041	Rumford Falls and Bemis	Rumford Falls and Rangeley Lakes R. R. Co.	28.14	42.75	1,202.98	12					
101042	Vacant.										
101043	Vacant.										
101044	Ashland Junction (n. o.) and Ashland.	Bangor and Aroostook R. R. Co.	43.11	42.75	1,842.95	12					
101045	Vacant.										
101046	South Lewiston and Lewiston.	Maine Central R. R. Co	4.79	130.82	626.62	37					
101047	Patten and Patten Junction (n. o.).	Patten and Sherman R. R. Co.	6.42	42.75	274.45	6					
			1,743.40		248,067.49				19,747.75		
	NEW HAMPSHIRE.										
102001	Vacant.										
102002	Manchester and Portsmouth	Boston and Maine R. R	40.50	103.46	4,190.13	18					
102003	Manchester and Henniker	do	26.04	70.97	1,848.05	12					
102004	Hookset and Center Barnstead.	do	24.03	82.08	1,972.38	12					
102005	Beecher Falls, Vt., and Coos, N. H.	Maine Central R. R. Co	22.74	71.82	1,633.18	12					
102006	Groveton, N. H., and Boston, Mass.	Boston and Maine R. R	220.31	253.08	55,756.05	43.64	37.68 73.59	25.00 75.00	6,461.25	1 line 40 feet 3 lines 40 feet	Meredith to Concord, N. H. Concord, N. H., to Boston, Mass.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office car.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW HAMPSHIRE—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
102007	Fabyan House and Wing Road.	Boston and Maine R. R.	13.50	42.75	577.12	12					
102008	Concord, N. H., and White River Junction, Vt.	do	69.49	264.20	18,359.25	28.75	69.40	50.00	3,470.00	2 lines 40 feet.	
102009	Concord and Claremont Junction.	do	56.30	115.43	6,498.70	12.63					
102010	Contoocook and Peterboro	do	32.87	65.84	2,164.16	16.01					
102011	Nashua and Keene	do	56.86	96.62	5,493.81	14.97					
102012	Rochester, N. H., and Worcester, Mass.	do	94.29	165.87	15,639.88	21.80					
102013	Vacant.										
102014	Conway Junction (n. o.) and North Conway.	do	71.82	138.51	9,947.78	14.01					
102015	Sanbornville and Wolfboro	do	12.13	51.30	622.26	12					
102016	Portsmouth and Lakeport	do	56.29	66.69	3,753.98	15.50					
102017	Fabyan House, N. H., and South Lunenburg, Vt.	Maine Central R. R. Co	20.98	94.05	1,973.16	12					
102018	Whitefield Junction (n. o.) and Jefferson.	Boston and Maine R. R	11.68	42.75	499.32	12					
102019	Belmont and Tilton	do	6.85	42.75	292.83	12					
102020	Franklin and Bristol	do	13.36	60.71	811.08	12					
102021	Rollingsford (n. o.) and Somersworth.	do	2.87	58.14	166.86	35					
102022	Plymouth and Lincoln	do	21.91	84.65	1,854.68	12.59					
102023	Meadows and Berlin	do	21.56	42.75	921.69	12					
102024	Vacant.										
102025	Quebec Junction (n. o.) and North Stratford Station (n. o.).	Maine Central R. R. Co	32.46	42.75	1,387.66	10.09					
102026	Franklin Junction (n.o.) and Tilton.	Boston and Maine R. R.	5.49	42.75	234.69	14.90					
102027	New Boston and Parkers Station (n. o.).	do	5.46	42.75	233.41	12					
102028	Vacant.										
			939.79		136,832.11				9,931.25		

	VERMONT.										
103001	Wilmington Vt.. and Hoosac Tunnel Sta. (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R. Co.	24.25	46.17	1,119.62	6					
103002	Windsor, Vt., and Rouse Point, N. Y.	Central Vermont Rwy. Co...	158.77	236.84	37,603.08	44.03	134.50	50.00	6,725.00	2 lines 40 feet.	Windsor to St. Albans, Vt.
103003	Vacant.										
103004	Brattleboro and Windsor....	Boston and Maine R. R.....	49.30	250.52	12,350.63	25	48.84	50.00	2,442.00	2 lines 40 feet.	
103005	Vacant.										
103006	Swanton Junction and Canada Line (n. o.).	Central Vermont Rwy. Co...	10.50	169.29	1,777.54	21.67					
103007	St. Albans and Richford.....	do	28.76	97.47	2,803.23	12					
103008	Leicester Junction, Vt., and Addison Junction, N. Y.	Rutland R. R. Co.....	15.84	42.75	677.16	9					
103009	Richford and Newport.....	Canadian Pacific Rwy. Co...	22.13	68.40	1,513.69	16					
103010	White River Junction and Derby Line.	Boston and Maine R. R.....	111.20	204.64	22,533.56	25.41	105.15	50.00	5,257.50	2 lines 40 feet.	White River Junction to Newport, Vt.
103011	South Lunenburg and Swanton.	do	118.43	107.73	12,758.46	9.68					
103012	Wells River and Montpelier.	Montpelier and Wells River R. R.	38.89	106.88	4,156.56	12					
103013	White River Junction and Woodstock.	Woodstock Rwy. Co.....	14.49	64.13	929.24	18					
103014	Burlington and Cambridge Junction.	Central Vermont Rwy. Co ..	34.03	147.92	5,033.71	19.48	8.00	25.00	200.00	1 line 40 feet..	Burlington to Essex Junction, Vt.
103015	Rutland and Bennington....	Bennington and Rutland Rwy. Co.	58.15	177.84	10,341.39	30.91					
103016	Brattleboro and South Londonderry.	Central Vermont Rwy. Co ..	36.32	66.69	2,422.18	9					
103017	Montpelier Junction (n. o.) and Williamstown.	do	14.97	63.27	947.15	28.58					
103018	North Bennington and State Line (n. o.)	Bennington and Rutland Rwy. Co.	1.85	188.10	347.98	31					
103019	Barre and Junction (n. o.)...	Montpelier and Wells River R. R.	4.22	42.75	180.40	6					
103020	Bristol and New Haven Depot (n. o.)	Bristol R. R. Co.....	6.59	47.88	315.52	12					
103021	Bellows Falls and Burlington.	Rutland R. R. Co.....	119.89	196.65	23,576.36	26.80	119.70	25.00	2,992.50	1 line 40 feet..	
103022	State Line (n. o.), Vt., and Hoosick Junction (n. o.), N. Y.	Fitchburg R. R. Co	5.04	188.96	952.35	31					
			873.62		142,339.81				17,617.00		
	MASSACHUSETTS.										
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R	108.10	$732.34	$70,209.19	64.74	108.10	$112.50	$12,161.25	2 lines 60 feet; ½ line 40 feet.	
104002	Boston and West Lynn (n. o.)	do	12.57	74.39	935.08	26.93					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
104003	Beverly and Rockport	Boston and Maine R. R.	17.83	145.35	2,591.59	36					
104004	Salem and Marblehead	do	4.17	49.59	206.79	30					
104005	Salem and Lawrence	do	21.69	56.43	1,223.96	24.43					
104006	Ashland, Mass., and Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	34.88	42.75	1,491.12	16.25					
104007	Salisbury and Amesbury	Boston and Maine R. R.	4.09	130.82	535.05	48					
104008	Wenham Depot and Essex	do	5.59	42.75	238.97	15					
104009	Swampscott Junction (n. o.) and Marblehead.	do	5.55	42.75	237.26	17.50					
104010	Wakefield and Peabody	do	7.92	42.75	338.58	13.37					
104011	Boston, Mass., and Portland, Me.	do	114.73	253.08	29,035.86	54.31	114.73	62.50	7,170.62	2½ lines 40 feet.	
104012	Boston and Medford	do	5.31	65.84	349.61	47.50					
104013	Georgetown and Haverhill	do	6.79	51.30	348.32	36					
104014	Wakefield Junction (n. o.) and Newburyport.	do	31.58	132.53	4,185.29	22.86					
104015	Newton Junction, N. H., and Merrimac, Mass.	do	4.78	44.46	212.51	24					
104016	Nantucket and Siasconset	Nantucket Central R. R. Co.	8.70	42.75	371.92	6					
104017	Lowell and Lawrence	Boston and Maine R. R.	13.76	43.61	600.07	22.11					
104018	Winchester and Woburn	do	2.39	68.40	163.47	67					
104019	Somerville Station (n. o.) and North Billerica.	do	20.36	112.86	2,297.82	22.32					
104020	Ayer and North Chelmsford	do	13.55	74.39	1,007.98	12					
104021	Boston, Mass., and Troy, N. Y.	Fitchburg R. R. Co.	190.29	247.10	47,020.65	50.82	49.60 140.69	65.00 40.00	8,851.60	1 line 50 feet; 1 line 40 feet. 1 line 50 feet.	Boston to Fitchburg, Mass. Fitchburg Mass., to Troy, N. Y.
104022	Junction G. (n. o.) and South Lawrence Station (n. o.).	Boston and Maine R. R.	.35	145.35	50.87	6					
104023	South Acton and Marlboro.	Fitchburg R. R. Co.	12.62	53.87	679.83	30.71					
104024	Ayer, Mass., and Greenville, N. H.	do	23.88	78.66	1,878.40	18	98.63	300.00	45,109.50	3 lines 60 feet and 3 lines 55 feet.	Boston to Springfield, Mass.
104025	Boston, Mass., and Albany N. Y.	Boston and Albany R. R. Co.	202.10	1,304.73	263,685.93	90.17	103.47	150.00		2 lines 60 feet and 1 line 55 feet.	Springfield, Mass., to Albany, N. Y.

104026	Milbury Junction (n. o.) and Milbury.	do	3.25	42.75	138.93	12					
104027	Auburndale Station (n. o.) and Newton Lower Falls.	do	1.45	42.75	61.96	27					
104028	South Framingham and Milford.	do	12.48	79.52	992.40	32					
104029	Pittsfield and North Adams.	do	21.35	90.63	1,934.95	30					
104030	Palmer and Winchendon....	do	48.45	45.32	2,195.75	15.24					
104031	North Brookfield and East Brookfield.	do	4.46	54.72	244.05	33					
104032	Harrison Square (n. o.) and Mattapan.	New York, New Haven and Hartford R. R. Co.	4.23	67.55	285.73	7.50					
104033	Cook Street Station (n. o.), Mass., and Woonsocket, R. I.	do	28.84	91.49	2,638.57	18.71					
104034	North Grafton Station (n. o) and Milford.	Grafton and Upton R. R. Co.	16.44	64.13	1,054.29	24					
104035	Vacant.										
104036	Boston and Attleboro.....	New York, New Haven and Hartford R. R. Co.	34.09 2.75	72.68) 7.70)	2,498.83	34.48					Lap service, Irlington Junction (n. o.) to Norwood Central (n. o.). 2.75 miles over route 106007.
104037	Canton Junction and Stoughton.	do	4.21	61.56	259.16	34.50					
104038	Boston and Provincetown...	do	120.20	190.67	22,918.53	37.74	120.00	50.00	6,000.00	2 lines 40 feet.	
104039	Middleboro and Somerset Junction (n. o.).	do	15.57	42.75	665.61	17.30					
104040	South Abington Station and Bridgewater.	do	8.42	42.75	359.95	18					
104041	Vacant.										
104042	Vacant.										
104043	Attleboro and Attleboro Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	8.75	90.63	793.01	33.50					
104044	South Braintree, Mass., and Newport, R. I.	do	58.62	123.98	7,267.70	45.43					
104045	Buzzards Bay and Woodsholl.	do	17.70	101.75	1,800.97	15.70					
104046	South Braintree and Plymouth.	do	26.67	145.85	3,876.48	21.88					
104047	Sterling Junction and Pratts Junction.	do	4.83	72.68	351.04	18					
104048	Yarmouth Junction (n. o.) and Hyannis.	do	3.43	46.17	158.36	25					
104049	South Framingham and Lowell.	do	28.65	95.76	2,743.52	12.78					
104050	New Bedford and Tremont Junction (n. o.).	do	15.95	75.24	1,200.07	12					
104051	New Bedford and Fitchburg.	do	90.33	129.11	11,662.50	40.18					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	MASSACHUSETTS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
104052	East Thompson, Conn., and Southbridge, Mass.	New York, New Haven and Hartford R. R. Co.	17.95	67.55	1,212.52	19.91					
104053	Vacant.										
104054	Vacant.										
104055	South Ashburnham, Mass., and Bellows Falls, Vt.	Fitchburg R. R. Co.	54.00	179.55	9,695.70	27.50	53.62	25.00	1,340.50	1 line 40 feet	
104056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Boston and Maine R. R.	24.15	78.66	1,899.63	12.50					
104057	Worcester Station (n. o.) and Winchendon.	Fitchburg R. R. Co	36.42	120.56	4,390.79	25.02					
104058	Winchendon, Mass., and Peterboro, N. H.	do	16.37	84.65	1,385.72	12					
104059	Vacant.										
104060	Vacant.										
104061	Vacant.										
104062	Brattleboro, Vt., and New London, Conn.	Central Vermont Rwy. Co	121.37	142.79	17,330.42	23.19	10.00	50.00	500.00	2 lines 40 feet.	Brattleboro, Vt., to South Vernon Junction (n. o.), Mass.
104063	Lawrence, Mass., and Manchester, N. H.	Boston and Maine R. R	27.11	111.15	3,013.27	23.96					
104064	Braintree Junction (n. o.) and Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	122.27	3,934.64	25.23					
104065	Atlantic and East Milton	do	2.13	42.75	91.05	18					
104066	Spencer and South Spencer (n. o.).	Boston and Albany R. R. Co.	2.39	53.87	128.74	30.50					
104067	Springfield and South Vernon Junction (n. o.).	Boston and Maine R. R	49.84	272.75	13,593.86	44.83	49.84	50.00	2,492.00	2 lines 40 feet.	
104068	Springfield and Athol	Boston and Albany R. R. Co.	47.93	75.24	3,606.25	12					
104069	Holyoke and Westfield	New York, New Haven and Hartford R. R. Co.	10.54	47.88	504.65	12					
104070	Ashburnham Junction (n. o.) and Ashburnham.	Fitchburg R. R. Co.	2.72	42.75	116.28	24					
104071	Van Deusen and State Line.	New York, New Haven and Hartford R. R. Co.	10.56	49.59	523.67	27					
104072	Vacant.										
104073	Readville (n. o.) and Dedham.	New York, New Haven and Hartford R. R. Co.	2.35	42.75	100.46	20.78					

104074	Boston and Riverside Junction (n. o.).	Boston and Albany R. R. Co.	12.19	142.79	1,740.61	38.62				
104075	Vacant.									
104076	North Abington and Hanover.	New York, New Haven and Hartford R. R. Co.	8.16	57.29	467.48	29.73				
104077	Mount Tom and Easthampton Station (n. o.).	Boston and Maine R. R	3.56	42.75	152.19	27				
104078	Boston and Winthrop (Station X).	Boston, Revere Beach and Lynn R. R. Co.	5.40	56.43	304.72	30.55				
104079	Orient Heights (n. o.) and Revere (Station R, Boston).	do	1.81	50.45	91.31	27				
104080	Boston and Northampton	Boston and Maine R. R	104.60	91.49	9,569.85	11.35				
104081	Chatham Station (n. o.) and Harwich Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	7.04	47.03	331.09	12				
104082	Lowell Junction (n. o.) and Lowell Station (n. o.).	Boston and Maine R. R	8.50	43.61	370.68	33				
104083	Vacant.									
104084	Vacant.									
104085	Montvale Junction (n. o.) and Stoneham.	Boston and Maine R. R	2.52	57.29	144.37	49				
104086	Chicopee Junction (n. o.) and Chicopee Falls.	do	2.46	65.84	161.96	33.67				
104087	Squannacook Junction (n. o.), Mass., and Brookline, N. H.	Fitchburg R. R. Co.	13.51	42.75	577.55	15				
104088	Plymouth and East Taunton Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	24.24	45.32	1,098.55	18.24				
104089	Peabody and North Reading.	Boston and Maine R. R	9.56	42.75	408.69	18				
104090	North Cambridge Junction (n. o.) and Waltham.	Fitchburg R. R. Co.	6.79	60.71	412.22	43				
104091	Vacant.									
104092	Vacant.									
104093	Vacant.									
104094	Vacant.									
104095	Marlboro Junction (n. o.) and Marlboro.	New York, New Haven and Hartford R. R. Co.	1.70	72.68	123.55	8				
			2,124.75		582,480.97				83,625.47	
	RHODE ISLAND.									
105001	Providence, R. I., and Worcester Station (n. o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.68	156.47	6,834.60	99.19				
105002	Vacant.									
105003	Providence, R. I., and Willimantic, Conn.	New York, New Haven and Hartford R. R. Co.	58.63	105.17	6,166.11	17.71				
105004	Providence and Bristol	do	14.86	92.84	1,372.17	34.17				
105005	Warren, R. I., and Fall River, Mass.	do	9.21	76.95	708.71	33.50				
105006	Providence and Pascoag	do	23.17	104.31	2,416.86	15.51				
105007	West Kingston and Narragansett Pier.	Narragansett Pier R. R. Co.	9.18	65.84	604.41	24				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	RHODE ISLAND—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
105008	Auburn and Hope	New York, New Haven and Hartford R. R. Co.	10.78	51.30	553.01	28.10					
105009	Wood River Junction and Hope Valley.	Wood River Branch R.R.Co.	5.58	47.88	267.17	18					
105010	Auburn and Buttonwoods	New York, New Haven and Hartford R. R. Co.	9.62	42.75	411.25	12					
105011	Woonsocket and Harrisville	do	12.01	42.75	513.42	14.18					
			196.72		19,847.71						
	CONNECTICUT.										
106001	Norwich, Conn., and Worcester, Mass.	New York, New Haven and Hartford R. R. Co.	59.48	136.80	8,136.86	30.80					
106002	New Britain and Middletown.	do	14.45	58.14	840.12	32.68					
106003	Vacant.										
106004	New York, N. Y., and Boston, Mass.	do	230.05	1,211.54	278,714.77	124.47	72.78 157.27	390.00 175.00	55,906.45	4 lines 60 feet, 3 lines 55 feet and 1 line 50 feet. 2½ lines 60 feet and 1 line 55 feet.	New York, N. Y., to New Haven, Conn. New Haven, Conn., to Boston, Mass.
106005	New Haven, Conn., and Springfield, Mass.	do	62.50	890.91	55,681.87	87.58	62.50	190.00	11,875.00	1 line 60 feet, 2 lines 55 feet and 1 line 50 feet.	
106006	Waterbury and Watertown	do	6.42	54.72	351.30	15					
106007	Boston, Mass., and Hopewell Junction, N. Y.	do	214.76	212.04	45,537.71	26.55	85.85	25.00	2,133.75	½ line 60 feet	Boston, Mass., to Willimantic, Conn.
106008	Vernon and Melrose	do	12.94	43.61	564.31	19.20					
106009	New Canaan and Stamford Station (n. o.).	do	7.96	53.87	428.80	24					
106010	New Haven, Conn., and Shelburne Falls, Mass.	do	100.33	138.51	13,896.70	16.61					
106011	Naugatuck Junction (n. o.) and Winsted.	do	57.11	147.06	8,398.59	27.24					

106012	Bridgeport, Conn., and Pittsfield, Mass.	do	111.41	142.79	15,908.23	29.60					
106013	South Norwalk and Brookfield Junction (n. o.).	do	29.70	157.32	4,672.40	42.95					
106014	New Haven and Willimantic	do	54.11	289.85	15,683.78	23.66	54.00	25.00	1,350.00	½ line 60 feet	
106015	Hartford and Saybrook Point	do	45.56	123.98	5,648.52	24.50					
106016	Hartford, Conn., and Springfield, Mass.	do	31.75	82.08	2,606.04	12					
106017	Derby Junction (n. o.) and Ansonia.	do	2.48	70.97	176.00	43					
106018	Hartford, Conn., and Rhinecliff, N. Y.	Central New England Rwy. Co.	110.82	88.07	9,759.91	11.63					
106019	Litchfield and Bethel	New York, New Haven and Hartford R. R. Co.	38.93	63.27	2,463.10	12					
106020	Turnerville and Colchester	do	4.53	46.17	209.15	27					
106021	Farmington Station (n. o.) and New Hartford.	do	14.30	82.94	1,186.04	18.93					
106022	Vacant.										
106023	Branchville and Ridgefield	do	4.28	50.45	215.92	21					
106024	Vacant.										
106025	Windsor Locks and Suffield	do	4.78	47.03	224.80	27					
106026	New Haven and Botsford	do	24.19	112.86	2,730.08	25.57					
			1,242.84		474,035.00				71,265.20		
	NEW YORK.										
							9.01	130.00		1 line 60 feet and 2 lines 50 feet.	New York to Rutherford Junction (n. o.).
							11.13	105.00		½ line 60 feet and 2 lines 50 feet.	Rutherford Junction (n. o.) to Ridgewood Junction (n. o.).
107001	New York and Dunkirk	Erie R. R. Co	459.88	385.61	177,334.32	48.91	311.19	130.00	51,983.15	1 line 60 feet and 2 lines 50 feet.	Ridgewood Junction (n. o.) to Hornellsville.
							81.33	90.00		1 line 60 feet and 1 line 50 feet.	Hornellsville to Salamanca.
							46.72	40.00		1 line 50 feet	Salamanca to Dunkirk.
107002	Tallman and Sparkill	do	12.89	43.61	562.13	12					
107003	Buffalo and Station A, Niagara Falls.	do	27.14	80.37	2,181.24	9.55					
107004	Newburg and Greycourt	do	19.13	64.13	1,226.80	30.66					
107005	Rochester and Corning	do	94.89	125.69	11,926.72	23.67					
107006	Mount Morris and Attica	do	50.96	86.36	4,400.90	14.67					
107007	Dresden and Pen Yan	New York Central and Hudson River R. R. Co.	6.66	42.75	284.71	12					
107008	Buffalo and Hornellsville	Erie R. R. Co	92.47	217.17	20,081.70	31.06	92.47	40.00	3,698.80	1 line 50 feet	
107009	Montgomery and Pine Island	do	22.30	48.74	1,086.90	19.41					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107010	Pine Island Junction (n. o.), N. Y., and Blair, N. J.	Lehigh and New England R. R. Co.	25.08		500.00	6					Agreement.
107011	New York and Buffalo.....	New York Central and Hudson River R. R. Co.	439.52	2,794.14	1,228,080.41	109.38	439.52	500.00	219,760.00	10 lines 60 feet	
107012	Troy and Schenectady	do	20.44	135.09	2,761.23	29.07					
107013	Syracuse and Rochester.....	do	102.38	182.12	18,645.44	39.13					
107014	Canandaigua and Tonawanda	do	86.47	62.42	5,397.45	11.84					
107015	Lockport Junction (n. o.) and Tonawanda.	do	11.48	117.14	1,344.76	28.50					
107016	Buffalo and Lewiston	do	29.22	285.57	8,344.35	89.49					
107017	New York (155th street) and Brewster.	do	54.29	72.68	3,945.79	17.08					
107018	Rochester and Niagara Falls.	do	77.56	193.23	14,986.91	32.14					
107019	Dunkirk, N. Y., and Titusville, Pa.	do	91.47	91.49	8,368.59	13					
107020	Albany Junction (n. o.) and Troy.	Delaware and Hudson Canal Co.	5.86	154.76	906.89	35.88					
107021	Rochester and Charlotte	New York Central and Hudson River R. R. Co.	9.36	42.75	400.14	16.08					
107022	New York and Chatham	do	127.12	148.77	18,911.64	29.08					
107023	Goldenbridge and Somers Center.	do	3.69	42.75	157.74	8.79					
107024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Canal Co.	62.91	107.73	6,777.29	19.43					
107025	Schenectady and Ballston Spa.	do	15.24	67.55	1,029.46	18					
107026	Albany and Rouse Point....	do	191.36	252.23	48,266.73	31.93					
107027	Cobleskill and Cherry Valley.	do	22.86	52.16	1,192.37	12					
107028	Albany and Binghamton	do	142.59	165.05	23,534.47	36.51					
107029	South Junction (n. o.) and Au Sable Forks	do	19.37	56.43	1,093.04	12					
107030	Delanson and Schenectady ..	do	15.40	46.17	711.01	12					
107031	Nineveh Junction and Jefferson Junction (n. o.).	do	22.01	59.85	1,317.29	7.89					
107032	Fort Edward and Caldwell.	do	15.05	80.37	1,209.56	26.16					
107033	West Chazy and Mooers	do	10.68	42.75	456.57	6					

107034	Station A Niagara Falls and Richland.	New York Central and Hudson River R. R. Co.	180.49	113.72	20,525.32	14.15					
107035	Watertown and Cape Vincent.	do	25.83	64.98	1,678.43	15					
107036	Rome and Ogdensburg	do	142.06	172.71	24,535.18	18.42					
107037	Syracuse and Pulaski	do	37.98	120.56	4,578.86	19					
107038	Hornellsville and Wayland (n. o.).	Central New York and Western R. R. Co.	21.97		600.00	6					Agreement.
107039	Watertown and Sacket Harbor.	New York Central and Hudson River R. R. Co.	12.55	53.87	676.06	12					
107040	Northport Junction (n. o.) and Northport.	Long Island R. R. Co	1.51	42.75	64.55	6					
107041	Utica and Chenango Forks	Delaware, Lackawanna and Western R. R. Co.	83.76	140.22	11,744.82	25.20					
107042	Owego and Ithaca	do	35.10	95.76	3,361.17	16					
107043	Richfield Junction (n. o.) and Richfield Springs.	do	22.01	75.24	1,656.03	15					
107044	Oyster Bay and Hempstead	Long Island R. R. Co	17.09	99.18	1,694.98	18.95					
107045	Long Island City and Greenport.	do	95.02	147.06	13,973.64	26.84					
107046	Hicksville and Wading River	do	44.89	103.46	4,644.31	12					
107047	Conesus Lake Junction (n. o.) and Lakeville.	Erie R. R. Co	1.54	42.75	65.83	12					
107048	Oswego and Cornwall Station (n. o.).	New York, Ontario and Western Rwy. Co.	272.90	131.67	35,932.74	19.08					
107049	Gouverneur and Edwards	New York Central and Hudson River R. R. Co.	15.25	42.75	651.93	12					
107050	Walton and Delhi	New York, Ontario and Western Rwy. Co.	17.33	57.29	992.83	19					
107051	Clinton and Rome	do	13.56	44.46	602.87	12					
107052	Moira and Tupper Lake	New York and Ottawa R. R. Co.	54.54	42.75	2,331.58	8.02					
107053	Rouse Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R. Co.	118.97	111.15	13,223.51	12					
107054	Vacant.										
107055	Vacant.										
107056	Schoharie Junction (n. o.) and Middleburg.	Schoharie Valley Rwy. Co	9.92	60.71	602.24	18					
107057	Utica and Randallsville	New York, Ontario and Western Rwy. Co.	31.10	94.05	2,924.95	18					
107058	Buffalo, N. Y., and Emporium, Pa.	Western New York and Pennsylvania Rwy. Co.	121.41	135.95	16,505.68	13.16					
107059	Swain and Angelica	Central New York and Western R. R. Co.	18.63	42.75	796.43	12					
107060	Hartlot and Skaneateles	Skaneateles R. R. Co	5.06	122.27	618.68	15					
107061	Buffalo, N. Y., and Oil City, Pa.	Western New York and Pennsylvania Rwy. Co.	137.65	188.10	25,891.96	25.40					
107062	New York (foot of Whitehall street) and Mariner Harbor.	Staten Island Rapid Transit R. R. Co.	9.90	134.24	1,328.97	32.90					
107063	Canandaigua and Elmira	Northern Central Rwy. Co	69.22	176.99	12,251.24	25					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107064	Binghamton and Oswego....	Delaware, Lackawana and Western R. R. Co.	114.50	171.86	19,677.97	25.35					
107065	Saranac Lake and Newman..	Chateaugay R. R. Co.....	10.36	42.75	442.89	18					
107066	Rouse Point and Canada Line (n. o.).	Champlain and St. Lawrence R. R. Co.	2.17	169.29	367.35	24.60					
107067	Niverville and Hudson.....	Kinderhook and Hudson Rwy.	18.63	47.88	892.00	18					
107068	St. George (n. o.) and Tottenville	Staten Island Rapid Transit R. R. Co.	14.82	87.21	1,292.45	39.25					
107069	Hudson and Chatham.....	Boston and Albany R. R. Co.	17.81	42.75	761.37	18					
107070	Silver Lake Junction (n. o.) and Perry.	Silver Lake Rwy Co.....	8.22	58.14	477.91	12					
107071	Syracuse and Earlville.....	New York Central and Hudson River R. R. Co.	43.86	67.55	2,962.74	13.87					
107072	Geneva, N.Y., and Sayre, Pa.	Lehigh Valley R. R. Co.....	76.73	165.02	12,661.98	26.53	2.37 14.78	25.00	428.75	1 line 40 feet.	Geneva to Geneva Junction (n. o.). Van Etten Junction (n. o.) to Sayre.
107073	Station R Kingston and Bloomville.	Ulster and Delaware R. R. Co.	86.44	129.11	11,160.26	19					
107074	Vailsgate Junction (n. o.) and Newburg Junction (n. o.).	Erie R. R. Co.....	12.64	49.59	626.81	23.80					
107075	Canastota and South Bay...	Lehigh Valley R. R. Co.....	6.19	42.75	264.62	12					
107076	Cortland and Cincinnatus...	Erie and Central New York Rwy. Co.	19.68	42.75	841.32	6					
107077	Saratoga Springs and Schuylerville.	Fitchburg R. R. Co.....	13.16	47.03	618.91	12					
107078	Port Jervis and Monticello	Port Jervis, Monticello and New York R. R. Co.	24.94	62.42	1,556.75	12					
107079	Poughkeepsie and Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	36.62	52.16	1,910.62	8.90					
107080	Canastota and Elmira.....	Lehigh Valley R. R. Co.....	118.60	97.47	11,559.94	19.84					
107081	Fonda and Northville.....	Fonda, Johnstown and Gloversville R. R. Co.	26.81	95.76	2,567.32	18.93					
107082	Johnsonville and Greenwich.	Greenwich and Johnsonville Rwy. Co.	15.43	56.43	870.71	18					
107083	Montgomery and Kingston	Wallkill Valley R. R. Co....	83.21	97.47	8,236.97	12.25					

107084	Sayre, Pa., and North Fair Haven, N. Y.	Lehigh Valley R. R. Co	117.86	95.76	11,286.27	15.15					
107085	Dutchess Junction and Millerton.	Newburg, Dutchess and Connecticut R. R. Co.	59.04	72.68	4,291.02	11.50					
107086	Cooperstown and Davenport Center.	Cooperstown and Charlotte Valley R. R. Co.	25.83	64.98	1,678.43	13.97					
107087	Utica and Watertown	New York Central and Hudson River R. R. Co.	91.90	162.45	14,929.15	23.15					
107088	Carthage and Ogdensburg	do	60.79	135.09	8,212.12	16.21					
107089	Auburn and Ithaca	Lehigh Valley R. R. Co	44.92	73.53	3,302.96	8.26					
107090	Sodus Point and Stanley	Northern Central Rwy. Co.	33.56	42.75	1,434.69	8.95					
107091	Buffalo and Jamestown	Erie R. R. Co	69.08	129.11	8,918.91	21.90					
107092	Pinebush and Middletown	do	14.11	43.61	615.33	12					
107093	Long Island City and Sag Harbor.	Long Island R. R. Co	99.45	166.73	16,581.29	35.95					
107094	Winfield Junction and Thomaston.	do	10.16	128.25	1,303.02	50.09					
107095	Saratoga Springs and North Creek.	Adirondack Rwy. Co	57.08	82.08	4,685.12	8.99					
107096	Bath and Hammondsport	Bath and Hammondsport R. R. Co.	10.05	55.58	558.57	18					
107097	Silver Lake Junction (n. o.) and Silversprings.	Buffalo, Rochester and Pittsburg Rwy. Co.	1.08	42.75	46.17	12					
107098	Whitehall, N. Y., and Castleton, Vt.	Delaware and Hudson Canal Co.	13.38	145.35	1,944.78	21.11					
107099	Thomaston and Port Washington.	Long Island R. R. Co	4.88	42.75	208.62	6					
107100	Valley Stream and Far Rockaway.	do	5.39	66.69	359.45	18					
107101	Sidney and Edmeston	New York, Ontario and Western Rwy. Co.	32.20	65.84	2,120.04	15					
107102	Rochester, N. Y., and Walston, Pa.	Buffalo, Rochester and Pittsburg Rwy. Co.	238.87	100.89	24,099.59	13.43					
107103	Lyons, N. Y., and Williamsport, Pa.	New York Central and Hudson River R. R. Co.	186.85	117.14	21,887.60	16.07					
107104	New City and New City Junction (n. o.).	New Jersey and New York R. R. Co.	4.22	42.75	180.40	15					
107105	Plattsburg and Saranac Lake.	Chateaugay R. R. Co	73.62	67.55	4,973.03	12					
107106	Albany and Troy	New York Central and Hudson River R. R. Co.	7.22	256.50	1,851.93	77.98					
107107	Mechanicsville and Reynolds	Fitchburg R. R. Co	4.68	42.75	200.07	6					
107108	Hoboken, N. J., and Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	410.09	189.81	77,839.18	41.78					
107109	New Rochelle, N. Y., and Jersey City, N. J.	New York, New Haven and Hartford R. R. Co.	24.78	181.26	4,491.62	26.90					
107110	Amagansett and Montauk	Long Island R. R. Co	11.95	42.75	510.86	6					
107111	Salamanca and Olean	Western New York and Pennsylvania Rwy. Co.	20.25		500.00	6					Agreement.
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.).	Long Island R. R. Co	3.87	59.85	231.61	27					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107113	Summitville and Ellenville..	New York, Ontario and Western Rwy. Co.	8.44	59.00	497.96	24					
107114	West Troy Junction (n. o.) and Green Island Depot (n. o.).	Delaware and Hudson Canal Co.	.78	288.14	224.74	136					
107115	Theresa Junction (n. o.) and Clayton.	New York Central and Hudson River R. R. Co.	16.05	51.30	823.36	12					
107116	Vacant.										
107117	Manor Junction (n. o.) and Eastport Junction (n. o.).	Long Island R. R. Co	5.92	42.75	253.08	6					
107118	Phœnicia and Hunter.....	Stony Clove and Catskill Mountain R. R. Co.	14.45	69.26	1,000.80	18.84					
107119	Herkimer and Malone.....	New York Central and Hudson River R. R. Co.	174.25	122.27	21,305.54	7.97					
107120	Whitestone Junction (n. o.) and Whitestone.	Long Island R. R. Co	4.20	56.43	237.00	27.87					
107121	Mechanicsville and Schuylerville Junction (n. o.).	Fitchburg R. R. Co	14.74	52.16	768.83	12					
107122	Addison, N. Y., and Galeton, Pa.	Buffalo and Susquehanna R. R. Co.	46.43	67.55	3,136.34	12.87					
107123	Rochester and Hinsdale.....	Western New York and Pennsylvania Rwy. Co.	99.36	81.23	8,071.01	12					
107124	Brooklyn and Jamaica	Long Island R. R. Co	9.81	103.46	1,014.94	59.03					
107125	Hopewell Junction and Fishkill on the Hudson.	New York, New Haven and Hartford R. R. Co.	13.71	63.27	867.43	6					
107126	Buffalo and Black Rock (n. o.) (N. Y. C. and H. R. R. R. Station).	Grand Trunk Rwy. Co. of Canada.	3.50	63.27	221.44	9					
107127	Vacant.										
107128	Hayt Corners and Willard..	Lehigh Valley R. R. Co	5.60	43.61	244.21	21					
107129	New York (foot of Forty-second street) and Albany.	New York Central and Hudson River R. R. Co.	142.50	166.73	23,759.02	33.06					
107130	Buffalo (Exchange Street Station) and West.	Buffalo, Rochester and Pittsburg Rwy. Co.	48.24	95.76	4,619.46	17.04					
107131	Kaaterskill Junction (n. o.) and Kaaterskill.	Kaaterskill R. R. Co	9.10	42.75	389.02	19					
107132	Boundary Line (n. o.) and Massena Springs.	United States and Canada R. R. Co.	21.55	42.75	921.26	6					

107133	Massena Springs and De Kalb Junction.	New York Central and Hudson River R. R. Co.	38.23	127.40	4,870.50	12.90					
107134	Carthage and Newton Falls.	do	46.46	47.88	2,224.50	12					
107135	Jamestown and Mayville	Jamestown and Chautauqua Rwy. Co.	23.56	42.75	1,007.19	12					
107136	Windsor Beach (n. o.) and Rochester.	New York Central and Hudson River R. R. Co.	7.63	74.39	567.59	24.50					
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	56.05	40.18	2,252.08	19					Lap over route 107129.
107138	Fulton and Woodward Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.52	63.27	1,108.49	19.29					
107139	Hammels Station (n. o.) and Far Rockaway.	New York and Rockaway Beach Rwy. Co.	3.35	53.87	180.46	15					
107140	Summitville and West Brookville.	Port Jervis, Monticello and New York R. R. Co.	10.91	42.75	466.40	9					
107141	Oswego and Fulton	New York Central and Hudson River R. R. Co.	13.43	5.13	68.89	12					Lap over route 107048.
107142	Prattsburg and Kanona	Kanona and Prattsburg Rwy. Co.	12.19	44.46	541.96	18					
107143	Vacant.										
107144	Vacant.										
107145	Mahopac Mines and Baldwin Place.	New York Central and Hudson River R. R. Co.	4.14	42.75	176.98	6					
107146	Vacant.										
107147	Glendale Junction (n. o.) and Oceanus.	New York and Rockaway Beach Rwy. Co.	8.93	62.42	557.41	36					
107148	Cadosia, N. Y., and Scranton, Pa.	New York, Ontario and Western Rwy. Co.	54.56	42.75	2,332.44	6					
107149	Vacant.										
107150	Vacant.										
107151	Wellsville, N. Y., and Galeton, Pa.	Buffalo and Susquehanna R. R. Co.	38.00	57.29	2,177.02	15					
107152	Fort Ticonderoga (n. o.) and Ticonderoga.	Delaware and Hudson Canal Co.	2.14	47.03	100.64	15					
107153	Bridgewater and New Berlin.	Unadilla Valley Rwy. Co	19.74	45.32	894.61	12					
107154	Ravena and Fullers	New York Central and Hudson River R. R. Co.	19.51	42.75	834.05	15					
107155	Vacant.										
107156	Vacant.										
107157	Vacant.										
107158	Millerton and State Line (n. o.)	Central New England Rwy. Co.	1.16	42.75	49.59	15					
107159	Van Etten Junction (n. o.) and Geneva Junction (n. o.).	Lehigh Valley R. R. Co	56.34	200.93	11,320.39	31.03	56.34	25.00	1,408.50	1 line 40 feet	
107160	Geneva and Buffalo	do	103.09	180.41	18,598.46	32.04	103.09	25.00	2,577.25	do	
107161	Rochester and Hemlock	do	29.09	82.08	2,387.70	26.20					
107162	Olean and Bolivar	Central New York and Western R. R. Co.	18.56	45.32	841.13	12					
107163	Dolgeville and Little Falls	Little Falls and Dolgeville R. R. Co.	9.79	57.29	560.86	13					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	NEW YORK—continued.										
107164	Vacant.										
107165	Vacant.										
107166	Vacant.										
107167	Vacant.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107168	Saranac Junction (n. o.) and Saranac Lake.	New York Central and Hudson River R. R. Co.	6.27	50.45	316.32	22					
107169	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.)	St. Lawrence and Adirondack Rwy. Co.	11.34	51.30	581.74	12					
107172	Vacant.										
107173	Geneva and Naples.....	Lehigh Valley R. R. Co	29.96	52.16	1,562.71	12					
107174	East New York Junction (n. o.) and Manhattan Beach Station (n. o.).	Long Island R. R. Co.....	9.10	42.75	389.02	6					
107175	Bushwick Junction (n. o.) and East New York.	do	3.08	42.75	131.67	12.15					
107176	Mechanicsville and Glenville Station (n. o.).	Delaware and Hudson Canal Co.	13.15	42.75	562.16	10.55					
107177	Bridgehampton and Amagansett.	Long Island R. R. Co.....	10.95	45.32	496.25	15					
107178	Vacant.										
107179	Attica and Arcade	Buffalo, Attica and Arcade R. R. Co.	26.37	42.75	1,127.31	12					
107180	Vacant.										
107181	Broadalbin Junction (n. o.) and Broadalbin.	Fonda, Johnstown and Gloversville R. R. Co.	6.27	42.75	268.04	12					
107182	Vacant.										
107183	Vacant.										
107184	Vacant.										
107185	Vacant.										
107186	Vacant.										
107187	Vacant.										
107188	Vacant.										
107189	Vacant.										
107190	Brooklyn (Fulton and Court streets) and Station O Sheepshead Bay).	Kings County Elevated Rwy. Co.	9.50	42.75	406.12	31					

107191	Pecksport (n.o.) and Whites Corners (n. o.).	New York, Ontario and Western Rwy. Co.	3.69	42.75	157.74	6					
107192	Erie Junction (n. o.), N. Y., and Oswayo, Pa.	New York and Pennsylvania R. R. Co.	41.29	42.75	1,765.14	11.91					
107193	Depew Junction (n. o.) and Tonawanda Junction (n.o.).	Lehigh Valley R. R. Co	10.48	132.53	1,388.91	13					
			7,857.42		2,247,499.97				279,856.45		
	NEW JERSEY.										
109001	New York, N. Y., and Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	268.47	19,920.47	66.39	31.20	75.00	2 340.00	1 line 60 feet and 1 line 40 feet.	Jersey City to Boundbrook, N. J.
109002	Somerville and Flemington	do	15.94	57.29	913.20	33.74					
109003	Elizabethport (n. o.) and Bayhead Junction (n. o.).	do	50.21	176.99	8,886.66	32.57					
109004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R. Co	90.65	3,422.57	310,255.97	299.40	89.65	775.00	69,478.75	15 lines 60 feet; 1 line 40 feet.	
109005	Philadelphia, Pa., and South Amboy, N. J.	do	61.86	129.96	8,039.32	26.65					
109006	Philadelphia, Pa., and Pemberton, N. J.	do	25.94	117.14	3,038.61	37.96					
109007	Burlington and Lumberton	do	10.25	42.75	438.18	20.08					
109008	Trenton and Manunka Chunk (n. o.).	do	67.85	141.08	9,572.27	13.48					
109009	Lambertville and Flemington.	do	12.48	47.88	597.54	18					
109010	East Millstone and New Brunswick.	do	8.55	42.75	365.51	12					
109011	Rocky Hill and Monmouth Junction.	do	7.09	42.75	303.09	12					
109012	Kinkora and Juliustown	do	9.79	42.75	418.52	13.29					
109013	Roboken and Denville	Delaware, Lackawanna and Western R. R. Co.	36.90	180.41	6,657.12	69.39					
109014	Dover and Chester	do	12.96	42.75	554.04	12					
109015	Philadelphia, Pa., and Atlantic City, N. J.	West Jersey and Seashore R. R. Co.	59.39	119.70	7,108.98	39.76					
109016	Glenwood Junction (n. o.) and Glenwood.	Pochuck R. R. Co	3.93	42.75	168.00	6					
109017	Jersey City, N. J., and Nyack, N. Y.	Erie R. R. Co	28.56	115.43	3,296.68	49.21					
109018	Barnegat City and Barnegat City Junction (n. o.).	Manahawkin and Long Beach Transportation Co.	8.90	42.75	380.47	12					
109019	Newfield and Atlantic City	West Jersey and Seashore R. R. Co.	34.60	70.97	2,455.56	21					
109020	Pleasantville and Somers Point.	do	7.35	42.75	314.21	15					
109021	Elmer and Salem	do	17.33	62.42	1,081.73	22.84					
109022	Woodbury and Riddleton Junction (n. o.).	do	22.24	88.07	1,958.67	28.48					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office car.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
109023	Monmouth Junction and Sea Girt (n. o.).	Pennsylvania R. R. Co.....	33.38	70.97	2,368.97	12.21					
109024	Jersey City, N. J., and Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.31	70.97	*2,931.77	15.81					
109025	Waterloo and Franklin Furnace.	Delaware, Lackawanna and Western R. R. Co.	24.10	64.13	1,545.53	24.45					
109026	Highlands and Branchport (n. o.).	Central R. R. Co. of New Jersey.	7.52	42.75	321.48	18.09					
109027	Newark and Montclair.....	Delaware, Lackawanna and Western R. R. Co.	6.08	96.62	587.44	63					
109028	Washington, N. J., and Easton, Pa.	do	14.34	78.66	1,127.98	19.10					
109029	Jersey City (Washington street) and Frelinghuysen avenue (n. o.) (Newark, N. J.).	Lehigh Valley R. R. Co	10.30	143.64	1,479.49	3					
109030	Newark and Paterson.....	Erie R. R. Co.....	11.38	53.01	603.25	42.08					
109031	Orange Junction (n. o.) and West Orange.	do	4.17	42.75	178.26	30					
109032	Whiting and Tuckerton	Tuckerton R. R. Co	29.39	63.27	1,859.50	12					
109033	Bridgeton Junction (n. o.) and Bivalve.	Central R. R. Co. of New Jersey.	22.13	70.11	1,551.53	12.55					
109034	Jersey City, N. J., and Greenwood Lake, N. Y.	Erie R. R. Co.....	47.42	66.69	3,162.43	17.66					
109035	Williamstown Junction (n. o.) and Mullica Hill.	Atlantic City R. R. Co	19.81	42.75	846.87	8.46					
109036	Summit and Gladstone	Delaware, Lackawanna and Western R. R. Co.	22.56	68.40	1,543.10	14.40					
109037	Jersey City, N. J., and Middletown, N. Y.	New York, Susquehanna and Western R. R. Co.	88.70	96.62	8,570.19	18.47					
109038	Rahway and Perth Amboy..	Pennsylvania R. R. Co.....	7.30	76.95	561.73	39.65					
109039	Woodbury and Penngrove..	Delaware River R. R. Co....	20.12	57.29	1,152.67	21					
109040	Highbridge and Hibernia...	Central R. R. Co. of New Jersey.	34.05	54.72	1,863.21	16.27					
109041	Philadelphia, Pa., and Cape May, N. J.	West Jersey and Seashore R. R. Co.	82.36	157.32	12,956.87	45.63					
109042	Beachhaven and Manahawkin.	Pennsylvania R. R. Co	12.45	42.75	532.23	6					

109043	Mattawan Station (n. o.) and Freehold.	Central R. R. Co. of New Jersey.	12.58	65.84	828.26	26.03				
109044	Trenton and Trenton Junction.	Philadelphia and Reading Rwy. Co.	3.67	44.46	163.16	34				
109045	Haddonfield and Medford...	West Jersey and Seashore R. R. Co.	12.19	42.75	521.12	15				
109046	Bordentown and Trenton....	Pennsylvania R. R. Co.....	6.15	76.95	473.24	60				
109047	Sea Isle City and Stoneharbor.	West Jersey and Seashore R. R. Co.	8.41	42.75	359.52	12				
109048	Branchville Junction (n. o.) and Branchville.	Delaware, Lackawanna and Western R. R. Co.	6.41	48.74	312.42	8.07				
109049	Redbank and Bridgeton.....	Central R. R. Co. of New Jersey.	95.06	64.98	6,177.00	11.75				
109050	Lakehurst and Barnegat	do	22.31	46.17	1,030.05	19.94				
109051	Glassboro and Bridgeton....	West Jersey and Seashore R. R. Co.	21.76	140.22	3,051.18	33.66				
109052	Greycourt, N. Y., and Belvidere, N. J.	Lehigh and Hudson River Rwy. Co.	63.12	51.30	3,238.05	8.28				
109053	Princeton Junction and Princeton.	Pennsylvania R. R. Co.....	3.55	88.07	312.64	51				
109054	Baynead Junction (n. o.) and Birmingham.	Pennsylvania R. R. Co.....	47.06	42.75	2,011.81	9.95				
109055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	Erie R. R. Co.....	9.98	189.81	1,894.30	11.79	9.98	25.00	249.50	½ line 60 feet..
109056	Newark and Greenwood Lake Junction (n. o.)	do	3.99	42.75	170.57	24				
109057	Ormond and Maurice River..	West Jersey and Seashore R. R. Co.	9.96	42.75	425.79	12				
109058	Two Bridges (n. o.), N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R. Co.	47.60	42.75	2,034.90	7.34				
109059	Delaware and Columbia Junction (n. o.).	do	3.13	42.75	133.80	6				
109060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey and Seashore R. R. Co.	15.48	42.75	661.77	15				
109061	Anglesea Junction (n. o.) and Hollybeach.	do	7.18	42.75	306.94	12				
109062	Edison and Hopatcong Junction (n. o.).	Central R. R. Co. of New Jersey.	15.50	42.75	662.62	8.64				
109063	Vacant.									
109064	Vacant.									
109065	Hightstown and Pemberton.	Union Transportation Co...	25.90	68.40	1,771.56	6				
109066	Ringwood and Ringwood Junction (n. o.).	Erie R. R. Co.....	2.61	42.75	111.57	6				
109067	Vacant.									
109068	Vacant.									
109069	Matawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	10.87	59.00	641.33	26.69				
109070	Brown Mills and Brown Mills Junction (n. o.).	Pennsylvania R. R. Co.....	1.99	42.75	85.07	12				
109071	Vacant.									

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1899—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*D a s.*	*Dollars.*		
109072	Philadelphia, Pa., and Atlantic City, N. J.	Atlantic City R. R. Co.....	57.30	63.27	3,625.37	10.66					
109073	Camden and Grenloch.....	 do	13.44	42.75	574.56	12					
109074	Brigantine Junction (n. o.) and Brigantine.	do	14.54	42.75	621.58	6					
109075	Landadown Station (n. o.) and Pittstown.	Lehigh Valley R. R. Co.....	3.89	42.75	166.29	12					
109076	New Brunswick and South Amboy.	Raritan River R. R. Co.....	13.76	49.59	682.35	18					
109077	Vacant.										
109078	Vacant.										
109079	Newark and Jersey City	Central R. R. Co. of New Jersey.	7.53	42.75	321.90	18					
109080	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. R. Co.	4.44	42.75	189.81	15					
109081	Vacant.										
109082	Morristown and Whippany .	Whippany River R. R. Co...	4.59	42.75	196.22	12					
109083	Morristown and White House Station.	Rockaway Valley Rwy. Co..	27.60	42.75	1,179.90	12					
109084	Lodi Junction (n. o.) and Lodi.	New York, Susquehanna and Western R. R. Co.	2	42.75	85.50	12					
			1,811.39		467,491.45				72,068.25		
	PENNSYLVANIA.										
110001	Philadelphia and Pittsburg .	Pennsylvania R. R. Co.....	353.80	2,081.93	736,586.83	88.35	353.80	500.00	176,900.00	10 lines 60 feet	
110002	West Falls (n. o.) and Bridgeport.	Philadelphia and Reading Rwy. Co.	12.30	130.82	1,609.08	13.50					
110003	Philadelphia and Westchester.	Philadelphia, Wilmington and Baltimore R. R. Co.	27.75	162.45	4,507.98	51.58					
110004	Philadelphia (12th and Market sts.) and Bethlehem.	Philadelphia and Reading Rwy. Co.	56.83	256.50	14,576.89	91.95	5.72	75.00	429.00	1 line 60 feet and 1 line 40 feet.	Wayne Junction (n. o.) to Jenkintown.
110005	Philadelphia and Williamsport.	do	210.86	165.87	34,975.34	41.16					
110006	Sunbury and Williamsport..	Pennsylvania R. R. Co.	40.56	330.03	13,386.01	38.50	39.60	40.00	1,584.00	1 line 50 feet ..	
110007	Bridgeport and Exton.....	Philadelphia and Chester Valley R. R. Co.	16.42	42.75	701.95	12					

110008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	58.45	116.28	6,796.56	15.75					
110009	Honesdale and Lackawaxen.	Erie R. R. Co.....	24.78	71.82	1,779.69	18					
110010	Jersey City (Pennsylvania R. R. depot), N. J., and Waverly, N. Y.	Lehigh Valley R. R. Co.....	271.99	291.56	79,301.40	63.60	269.78	25.00	6,743.25	1 line 40 feet..	Jersey City N. J., to Sayre, Pa.
110011	Delano and Mount Carmel ..	do	24.75	56.43	1,396.64	15.36					
110012	Hazle Creek Junction (n. o.) and Beaver Meadows.	do	3.77	42.75	161.17	9.44					
110013	Shamokin and Herndon.....	Philadelphia and Reading Rwy. Co.	21.24	42.75	908.01	9.09					
110014	Clarion Junction (n. o.) and Johnsonburg.	Buffalo, Rochester and Pittsburg Rwy. Co.	1.06	42.75	45.31	18					
110015	Sunbury and Sugarloaf	Pennsylvania R. R. Co.....	44.79	68.40	3,063.63	8.49					
110016	Penn Haven Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R. Co	23.40	129.11	3,021.17	36.57					
110017	Scranton and Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.71	146.21	11,800.60	25.69					
110018	Wilkesbarre and Carbondale.	Delaware and Hudson Canal Co.	35.70	124.83	4,456.43	38.86					
110019	Port Clinton and Tamaqua..	Philadelphia and Reading Rwy. Co.	20.58	89.78	1,847.67	18					
110020	Elmira, N. Y., and Hoytville, Pa.	Erie R. R. Co.....	65.36	83.79	5,476.51	11.28					
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy. Co..	78.84	227.43	17,930.58	25	78.09	40.00	3,123.60	1 line 50 feet..	
110022	Williamsport and Erie.....	Pennsylvania R. R. Co.....	248.12	166.73	41,369.04	20.06					
110023	Sunbury and Mount Carmel.	Northern Central Rwy. Co..	27.88	80.37	2,240.71	21.16					
110024	Carrollton, N. Y., and Mount Jewett, Pa.	Erie R. R. Co.....	32.61	79.52	2,593.14	21.04					
110025	Irvine and Oil City.....	Western New York and Pennsylvania Rwy. Co.	50.38	80.37	4,049.04	12					
110026	Strasburg and Leaman Place.	Strasburg R. R	5.00	42.75	213.75	6					
110027	Lancaster and Middletown .	Pennsylvania R. R. Co	32.34	91.49	2,958.78	14.49					
110028	Harrisburg and Auburn	Philadelphia and Reading Rwy. Co.	59.10	61.56	3,638.19	7.88					
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.....	7.73	47.88	370.11	15					
110030	Harrisburg, Pa., and Winchester, Va.	Cumberland Valley R.R. Co.	116.28	160.74	18,690.84	28.29					
110031	Columbia and Sinking Spring.	Reading and Columbia R. R. Co.	40.13	76.95	3,088.00	18					
110032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R. Co	69.30	86.36	5,984.74	19.48					
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.....	7.00	42.75	299.25	12					
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.23	94.05	4,253.88	12					
110035	Tyrone and Grampian	Pennsylvania R. R. Co	52.90	98.32	5,201.65	15.65					
110036	Altoona and Henrietta	do	28.61	88.92	2,544.00	17.12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110037	Cresson and Mahaffey	Pennsylvania R. R, Co	39.53	76.95	3,041.83	17.13					
110038	Tyrone and Lockhaven	do	55.09	89.78	4,945.98	18					
110039	Blairsville and Allegheny	do	68.94	130.82	9,018.73	30					
110040	Pittsburg, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	70.66	181.26	12,807.83	27					
110041	Pittsburg and Oil City	Allegheny Valley Rwy. Co	132.64	225.72	29,939.50	29.50					
110042	Branch and Indiana	Pennsylvania R. R. Co	19.07	115.43	2,201.25	19.79					
110043	Meadville and Oil City	Erie R. R. Co	36.50	82.08	2,995.92	21					
110044	Erie and Kenwood Junction (n. o.).	Pennsylvania Co	117.19	131.67	15,430.40	18.56					
110045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.30	100.89	8,908.58	13.55					
110046	Bethlehem and Bangor	Central R. R. Co. of New Jersey.	30.74	44.46	1,366.70	12					
110047	Downingtown and Conestoga Junction (n. o.).	Pennsylvania R. R. Co	39.04	58.14	2,269.78	14.66					
110048	Westchester and Phœnixville.	do	18.63	52.16	971.74	25.97					
110049	Lewistown Junction (n. o.) and Milroy.	do	12.46	47.88	596.58	18					
110050	Pottsville and Frackville	Philadelphia and Reading Rwy. Co.	11.01	48.74	536.62	24					
110051	Danielsville and Slatington.	Lehigh and New England R. R. Co.	8.27	42.75	353.54	6					
110052	Carlisle and Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	18.47	44.46	821.17	19.14					
110053	Freeport and Butler	Pennsylvania R. R. Co	22.09	78.66	1,737.59	24.50					
110054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R. Co.	77.60	53.87	4,180.31	13.03					
110055	Carnegie and Washington	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	23.69	125.69	2,977.59	24					
110056	Pawling and Emaus	Perkiomen R. R. Co	37.76	74.39	2,808.96	12.49					
110057	Pottstown and Bartos	Philadelphia and Reading Rwy. Co.	13.15	53.01	697.08	19.96					
110058	Jeddo and Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co	5.55	51.30	284.71	13.79					
110059	Lebanon and Brookside (n. o.)	Philadelphia and Reading Rwy. Co	43.22	63.27	2,734.52	13.27					

110060	Towanda and Wilkesbarre	Lehigh Valley R. R. Co.	78.21	71.82	5,617.04	15.79				
110061	Schuylkill Haven and Glen Carbon.	Philadelphia and Reading Rwy. Co.	14.03	42.75	599.78	7.66				
110062	Topton and Kutztown	do	4.92	44.46	218.74	18				
110063	Pittsburg, Pa., and Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.80	332.60	50,156.08	31.50	150.30	75.00	11,272.50	1 line 60 feet; 1 line 40 feet.
110064	Carbondale and Susquehanna	Erie R. R. Co.	40.05	87.21	3,492.76	17.16				
110065	Stokesdale Junction (n. o.) and Antrim.	New York Central and Hudson River R. R. Co.	17.01	44.46	756.26	11.64				
110066	Phœnixville and Uwchland	Philadelphia and Reading Rwy. Co.	11.56	43.61	504.13	15				
110067	Montandon and Milesburg	Pennsylvania R. R. Co.	70.32	77.81	5,471.59	13.84				
110068	Frankford Junction (n. o.), Pa., and Haddonfield Junction (n. o), N. J.	do	8.90	42.75	380.47	6				
110069	Towanda and Foot of Plane.	Barclay R. R. Co	14.29	42.75	610.89	6				
110070	Rockwood and Johnstown	Baltimore and Ohio R. R. Co.	45.44	76.95	3,496.60	13.12				
110071	Marion and Richmond Furnace.	Cumberland Valley R. R. Co.	20.22	137.66	2,783.48	12				
110072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	Pennsylvania R. R. Co.	45.11	70.11	3,162.66	12				
110073	Allentown and Harrisburg	Philadelphia and Reading Rwy. Co.	90.30	168.44	15,210.13	38.09				
110074	Lovett and Windber	Pennsylvania R. R. Co.	10.70	42.75	457.42	6				
110075	Lansdale and Doylestown	Philadelphia and Reading Rwy. Co.	10.47	89.78	939.99	45.50				
110076	Red Bank Furnace and Driftwood.	Allegheny Valley Rwy. Co.	109.90	116.28	12,779.17	15.34				
110077	Mont Alto Junction (n. o.) and Waynesboro.	Cumberland Valley R. R. Co.	16.12	64.13	1,033.77	12				
110078	Tunkhannock and Montrose	Lehigh Valley R. R. Co	29.11	55.58	1,617.93	12				
110079	Reedsville and Belleville	Kishacoquillas Valley R. R. Co.	10.19	42.75	435.62	12				
110080	Mechanicsburg and Dillsburg.	Cumberland Valley R. R. Co.	8.80	47.88	421.34	12				
110081	Pittsburg and West Brownsville.	Pennsylvania R. R. Co.	54.12	132.53	7,172.52	30.12				
110082	Woodville and Hickman	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.84	42.75	164.16	12				
110083	Snowshoe and Wingate	Pennsylvania R. R. Co.	17.26	42.75	737.86	12				
110084	Hollidaysburg and Isett	do	20.40	47.88	976.75	14.58				
110085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.05	46.17	1,387.40	12				
110086	Mount Jewett and Callery	Pittsburg and Western Rwy. Co.	137.62	81.23	11,178.87	13.90				
110087	Bellwood and Valier	Pennsylvania and Northwestern R. R. Co.	65.46	81.23	5,317.31	12.38				
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	43.61	91.58	36				
110089	Reading and Slatington	do	43.55	46.17	2,010.70	6				
110090	Berlin and Garrett	Baltimore and Ohio R. R. Co.	8.47	44.46	376.57	12				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110091	Larabee and Clermont	Western New York and Pennsylvania Rwy. Co.	22.21	47 93	1,044.53	12					
110092	Delta and Peach Bottom	York Southern R. R. Co.	5.75	42.75	245.81	6					
110093	Hostetter and Baggaley	Pennsylvania R. R. Co.	0.90	42.75	38.47	6					
110094	Oxford and Susquehanna (n. o.).	Lancaster, Oxford and Southern R. R. Co.	20.00	42.75	855.00	9.99					
110095	Pittsburg and Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.05	42.75	258.63	12					
110096	Newcastle and Stoneboro	Western New York and Pennsylvania Rwy. Co.	35.57	70.97	2,524.40	12					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	42.75	418.95	18					
110098	Swedesford Junction (n. o.) (Norristown) and Lansdale.	Stony Creek R. R. Co.	11.71	43.61	510.67	12.95					
110099	Osceola Junction (n. o.) and McCartney.	Pennsylvania R. R. Co.	21.03	49.59	1,042.88	16.67					
110100	Tamaqua and Mauch Chunk.	Central R. R. Co. of New Jersey.	15.70	56.43	885.95	25.91					
110101	Wilkesbarre and Wanamie	do	11.69	42.75	499.74	14.87					
110102	Woodville and Beadling	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.07	42.75	131.24	12					
110103	Jenkintown, Pa., and Boundbrook, N. J.	Philadelphia and Reading Rwy. Co.	49.19	361.67	17,790.54	67.55	49.14	75.00	3,685.50	1 line 60 feet and 1 line 40 feet.	
110104	Greensburg and Fairchance.	Pennsylvania R. R. Co	44.64	109.44	4,885.40	19.66					
110105	Sheffield and Lamonaville	Tionesta Valley Rwy. Co	24.70	42.75	1,055.92	10.90					
110106	Millersburg and Lykens	Northern Central Rwy. Co.	15.14	58.14	880.22	15					
110107	Meadville and Linesville	Pittsburg, Bessemer and Lake Erie R. R. Co.	21.15	49.59	1,048.82	18					
110108	Lewistown Junction (n. o.) and Selinsgrove Junction (n. o.).	Pennsylvania R. R. Co	45.00	64.98	2,924.10	12					
110109	Glenside and Newhope	North East Pennsylvania R. R. Co.	25.84	68.40	1,767.45	23.56					
110110	Hartley Hall and Satterfield.	Williamsport and North Branch R. R. Co.	44.43	59.85	2,659.13	12.37					
110111	Manor Station and Claridge.	Pennsylvania R. R. Co	4.01	42.75	171.42	12					

110112	Kermoor Junction (n. o.) and Gazzam.	New York Central and Hudson River R. R. Co.	3.00	42.75	128.25	12				
110113	Tyrone and Benore	Pennsylvania R. R. Co	25.43	42.75	1,087.13	12				
110114	Washington and Waynesburg.	Waynesburg and Washington R. R. Co.	29.31	34.65	2,481.09	12				
110115	Nazareth Junction (n. o.), Pa., and Brainards, N. J.	Bangor and Portland Rwy. Co.	4.60	64.13	294.99	24				
110116	Honesdale and Carbondale	Delaware and Hudson Co	23.53	59.85	1,408.27	24				
110117	Newtown Junction (n. o.) and Newtown.	Philadelphia, Newtown and New York R. R. Co.	20.47	59.00	1,207.73	30				
110118	Latrobe and Ligonier	Ligonier Valley R. R. Co	10.78	48.74	525.41	12				
110119	Shenandoah and Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	6.90	60.71	418.89	35.01				
110120	Brisbin and Goes Run Junction (n. o.).	Pennsylvania R. R. Co	1.07	42.75	45.74	12				
110121	Mount Jewett and Granere	South Branch R. R. Co	4.00	42.75	171.00	6				
110122	Lancaster and Quarryville	Lancaster and Reading Narrow Gauge R. R. Co.	14.84	61.56	913.55	6				
110123	Pittsburg, Pa., and Youngstown, Ohio.	Pittsburg and Lake Erie R R. Co.	68.20	236.84	16,152.48	45.58	68.00	25.00	1,700.00	1 line 40 feet
110124	Columbia, Pa., and Perryville, Md.	Pennsylvania R. R. Co	43.89	51.30	2,251.55	9.20				
110125	Allegheny and Newcastle	Pittsburg and Western Rwy. Co.	57.52	200.07	11,508.02	24.27	52.00	25.00	1,300.00	1 line 40 feet
110126	Dallastown Junction (n. o.) and Dallastown.	York Southern R. R. Co	1.35	42.75	57.71	6				
110127	Montour Junction (n. o.) and Imperial.	Montour R. R. Co	10 71	42.75	457.85	12				
110128	Portland and Nazareth	Bangor and Portland Rwy. Co.	27.60	69.26	1,911.57	19.16				
110129	Irwin and Blackburn	Penn Gas Coal Co	8.18	42.75	349.69	8.68				
110130	Vacant.									
110131	Landenburg and Pasadena (n. o.).	Pennsylvania R. R. Co	18.62	42.75	796.00	6				
110132	Bradford and Smethport	Bradford, Bordell and Kinzua Rwy. Co.	26.37	43.61	1,149.99	12				
110133	Vacant.									
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co	3.43	70.97	243.42	27				
110135	Dubois Junction (n. o.) and Beech Creek R. R. Depot, Clearfield (n. o.).	Buffalo, Rochester and Pittsburg Rwy. Co.	26.33	48.74	1,283.32	12				
110136	Blossburg and Morris Run	Erie R. R. Co	3.82	42.75	163.30	12				
110137	Junction and Lancaster	Reading and Columbia R. R. Co.	9.49	61.56	584.21	22.63				
110138	Saxton and Dudley	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.79	42.75	247.52	6				
110139	Lawrenceville and Ulysses	New York Central and Hudson River R. R. Co.	41.67	87.21	3,634.04	12				

Willow Grove Junction (n. o.) to Newcastle Junction (n. o.).

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110140	Hollidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co	3.03	42.75	129.53	12					
110141	Broadford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.61	42.75	453.57	12					
110142	Vacant.										
110143	Negley and Verona	Allegheny Valley Rwy. Co.	7.80	43.61	340.15	18					
110144	Port Allegany and Ulysses	Coudersport and Port Allegany R. R. Co.	40.93	59.00	2,414.87	14.57					
110145	Mercersburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	42.75	112.00	24					
110146	West Brownsville and Uniontown.	Pennsylvania R. R. Co	18.90	42.75	807.97	12					
110147	Vacant.										
110148	County Home Junction (n. o.) and Herminie.	Pennsylvania R. R. Co	10.38	42.75	443.74	12					
110149	Lebanon and Mounthope	Cornwall R. R. Co	12.16	42.75	519.84	21.09					
110150	Vacant.										
110151	Youngwood Station (n. o.) and Tranger.	Pennsylvania R. R. Co	12.53	42.75	535.65	12					
110152	Branchton and Hilliards	Pittsburg, Bessemer and Lake Erie R. R. Co.	10.44	42.75	446.31	9.58					
110153	East Mahaney Junction (n. o.) and West Milton.	Philadelphia and Reading Rwy. Co.	67.35	47.03	3,167.47	6					
110154	Cornwall and Conewago (n. o.)	Cornwall and Lebanon R. R. Co.	16.43	42.75	702.38	12					
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	74.39	1,606.08	18					
110156	Newcastle Junction (n. o.) and Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.24	96.62	313.04	46					
110157	Ganister and Mines	Pennsylvania R. R. Co	8.41	42.75	359.52	6					
110158	Easton and Belfast Station (n. o.).	Bangor and Portland Rwy. Co.	8.12	62.42	506.85	21					
110159	Pittsburg and Newhaven	Pittsburg and Lake Erie R. R. Co.	59.92	70.97	4,252.52	10.62					
110160	Philadelphia and Station H	Pennsylvania R. R. Co	12.03	64.98	781.70	59.50					
110161	Holmesburg Junction (n. o.) and Substation No 28 (Bustleton).	do	4.13	42.75	176.55	18					

110162	Springfield Station (n. o.) and St. Peters.	Wilmington and Northern R. R. Co.	6.88	42.75	294.12	12				
110163	Vacant.									
110164	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania Rwy. Co.	42.24	64.13	2,708.85	12				
110165	Vacant.									
110166	Watsontown and Orangeville.	Central Pennsylvania and Western R. R. Co.	31.37	50.45	1,582.61	11.70				
110167	Keating and Karthaus	Pennsylvania R. R. Co	22.23	42.75	950.33	8				
110168	Irvona and Cresson	do	27.67	42.75	1,182.89	9.77				
110169	Hazleton and New Boston	Lehigh Valley R. R. Co	18.06	91.49	1,652.30	34.14				
110170	Vacant.									
110171	Forest House and Ansonia	Buffalo and Susquehanna R. R. Co.	62.63	53.01	3,320.01	10.87				
110172	Jamison City and D., L. and W. Depot, Bloomsburg, Pa. (n. o.).	Bloomsburg and Sullivan R. R. Co.	29.81	53.01	1,580.22	18				
110173	Vacant.									
110174	Wilkesbarre and Rock Glen Junction (n. o.).	Pennsylvania R. R. Co	39.20	70.97	2,782.02	12.52				
110175	New Boston and Pottsville	do	10.06	73.53	739.71	28.75				
110176	Goff and Donahoe Station (n. o.).	do	4.15	42.75	177.41	12				
110177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R. Co.	2.20	42.75	94.05	12				
110178	Beechtree Junction (n. o.) and Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.24	42.75	95.76	12				
110179	Wampum Junction (n. o.) and Homewood.	Pennsylvania Co	6.07	42.75	259.49	7.80				
110180	Rockhill Furnace and Shadegap.	East Broad Top R. R. and Coal Co.	7.05	42.75	301.38	6				
110181	Bearcreek and Bearcreek Junction (n. o.).	Lehigh Valley R. R. Co	5.36	42.75	229.14	12				
110182	Garway (n. o.) and Hastings.	Pennsylvania R. R. Co	4.91	42.75	209.90	12				
110183	Duncannon and Landisburg.	Perry County R. R. Co	21.41	44.46	951.88	12				
110184	Mahaffey and Glen Campbell.	Pennsylvania R. R. Co	10.72	53.87	577.48	12				
110185	Mount Pleasant and Scottdale Junction (n. o.).	do	5.63	53.87	303.28	18				
110186	Pond Creek Junction (n. o.) and Sandyrun.	Central R. R. Co. of New Jersey.	2.53	42.75	108.15	15				
110187	McKeesport and Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.58	72.68	2,222.55	18				
110188	Marshburg and Kinzua	Western New York and Pennsylvania Rwy. Co.	16.68	42.75	713.07	6				
110189	Hawley and Scranton	Erie and Wyoming Valley R. R. Co.	37.70	54.72	2,062.94	12				
110190	Wayne Junction (n. o.) and Park Junction (n. o.).	Philadelphia and Reading Rwy. Co.	5.70	342.00	1,949.40	27	5.70	75.00	427.50	1 line 60 feet and 1 line 40 feet.
110191	Confluence, Pa., and Krug, Md.	Baltimore and Ohio R. R. Co.	20.10	42.75	859.27	6				
110192	Instanter and Johnsonburg.	Pennsylvania R. R. Co	12.24	42.75	523.26	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110193	Vacant.										
110194	Lizard Creek Junction (n. o.) and Pottsville.	Lehigh Valley R. R. Co.	34.40	54.72	1,882.36	21.73					
110195	Ormsby and Mount Jewett.	Bradford, Bordell and Kinzua Rwy. Co.	10.38	42.75	443.74	12					
110196	Vacant.										
110197	Wilmington Junction (n. o.) and Sharpsville.	Sharpsville R. R. Co	17.09	42.75	730.59	12					
110198	Harrisburg and Shippensburg.	Philadelphia and Reading Rwy. Co.	41.47	69.26	2,872.21	15.14					
110199	Alford and Montrose	Delaware, Lackawanna and Western R. R. Co.	11.26	64.98	731.67	18					
110200	Latrobe and Hostetter	Pennsylvania R. R. Co.	5.32	42.75	227.43	12					
110201	Vacant.										
110202	Vacant.										
110203	Erie and Butler	Pittsburg, Bessemer and Lake Erie R. R. Co.	123.46	108.59	13,406.52	12					
110204	Vacant.										
110205	Millhall and Bellefonte	Central R. R. Co. of Pennsylvania.	27.78	42.75	1,187.59	12					
110206	Junction (n. o.) and Whitney	Pennsylvania R. R. Co.	1.20	42.75	51.30	12					
110207	Vacant.										
110208	Vacant.										
110209	Vacant.										
110210	Groveton and Moonrun	Pittsburg and Moon Run R. R. Co.	5.02	42.75	214.60	6					
110211	Vacant.										
110212	Bellefonte and State College.	Bellefonte Central R. R. Co.	19.31	53.01	1,023.62	18					
110213	Newport and New Germantown.	Newport and Shermans Valley R. R. Co.	28.72	49.59	1,424.22	12					
110214	Vacant.										
110215	Vacant.										
110216	Vacant.										
110217	Vacant.										
110218	Southfork and Dunlo	Pennsylvania R. R. Co.	7.62	42.75	325.75	12					
110219	Three Runs (n. o.) and Pottersdale.	do	2.00	42.75	85.50	3					
110220	Brookside (n. o.) and Lykens.	Williams Valley R. R. Co.	12.07	42.75	515.99	15					
110221	Carman and Hallton	Clarion River Rwy. Co.	10.92	42.75	466 83	7.78					

110222	Ellwood City and West Ellwood Junction (n o.).	Pittsburg and Lake Erie R. R. Co.	3.36	42.75	143.64	18				
110223	Bradley Junction and Grant.	Pennsylvania R. R. Co	17.53	45.32	794.45	12				
110224	Vacant.									
110225	Vacant									
110226	Port Royal and Blairs Mills.	Tuscarora Valley R. R. Co	27.24	47.03	1,281.09	12				
110227	Vacant									
110228	Jersey Shore and Mahaffey	New York Central and Hudson River R. R. Co.	124.80	75.24	9,389.95	9.27				
110229	Bridgeville and Bishop	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.39	42.75	273.17	15				
110230	Vacant.									
110231	Manheim Junction (n. o.) and Mount Hope Junction (n. o.).	Reading and Columbia R. R. Co.	6.08	42.75	259.92	18				
110232	Vacant.									
110233	Milton Branch Junction (n. o.) and Milton.	Philadelphia and Reading Rwy. Co.	1.09	42.75	46.59	6				
110234	Willow Grove Junction (n.o.) and Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.47	151.34	676.48	7	4.47	25.00	111.75	1 line 40 feet.
110235	Sonestown and Eaglesmere	Eaglesmere R. R. Co	8.66	42.75	370.21	6				
110236	Hazleton Junction (n. o.) and Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	42.75	484.78	12				
110237	Vacant.									
110238	Vacant.									
110239	Vacant.									
110240	Vacant.									
110241	Stewarts Station and Export.	Pennsylvania R. R. Co	10.48	42.75	448.02	12				
110242	Vacant.									
110243	Crossfork Junction (n. o.) and Crossfork.	Buffalo and Susquehanna R. R. Co.	13.07	45.75	558.74	12				
110244	Ashley and Olivers Mills	Central R. R. Co. of New Jersey.	8.09	42.75	345.84	12				
110245	Vacant.									
110246	Vacant.									
110247	Vacant.									
110248	Vacant.									
110249	Vacant.									
110250	Vacant.									
110251	York and Porters Sideling	Western Maryland R. R. Co.	16.13	42.75	689.55	15				
110252	Vacant.									
110253	Shippensburg, Pa., and Edgemont, Md.	do	33.82	42.75	1,445.80	12.19				
110254	Vacant.									
110255	Vacant.									
110256	Anita and Punxsutawney	Pennsylvania and Northwestern R. R. Co.	4.74	42.75	202.63	15				
110257	Vacant.									
110258	Philadelphia and Cynwyd	Pennsylvania R. R. Co	2.10	42.75	89.77	25				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110259	Vacant.										
110260	York, Pa., and Cardiff, Md ..	York Southern R. R. Co.....	34.98	65.84	2,303.08	24					
110261	Vacant.										
110262	Vacant.										
110263	Vance Mill Junction (n. o.) and West Leisenring.	Pennsylvania R. R. Co.....	2.53	42.75	108.15	12					
110264	Reading and Adamstown ...	Reading and Southwestern Street Rwy. Co.	13.68	42.75	584.82	12					
110265	Vacant.										
110266	Vacant.										
110267	Vacant.										
110268	Vacant.										
110269	Vacant.										
110270	Vacant.										
110271	Kaylor Junction (n. o.) and Vintondale.	Pennsylvania R. R. Co.....	17.88	42.75	764.37	16.58					
110272	Vacant.										
110273	Vacant.										
110274	Vacant.										
110275	Vacant.										
110276	Vacant.										
110277	Mount Jewett and Westline.	Mount Jewett, Kinzua and Riterville R. R. Co.	13.96	42.75	596.79	13.36					
110278	Stanley (n. o.) and Helvetia	Buffalo, Rochester and Pittsburg Rwy. Co.	2.01	42.75	85.92	12					
110279	La Jose Junction (n. o.) and La Jose.	Pennsylvania R. R. Co.....	.88	42.75	37.62	15					
110280	Third and Berks Streets Station (n. o.) (Philadelphia) and Tabor Junction (n. o.) (Philadelphia).	Philadelphia and Reading Rwy. Co.	4.30	157.32	676.47	21.76					
110281	Strubles (n. o.) and Pine Grove Mills.	Bellefonte Central R. R. Co..	4.18	42.75	178.69	12					
110282	Clermont and Cartwright...	Buffalo, St. Marys and Southwestern R. R. Co.	50.43		1,500.00	6					Agreement.
110283	Westwood Switch (n. o.) and Tremont.	Philadelphia and Reading Rwy. Co.	10.31	42.75	440.75	6					
			7,038.54		1,480,991.47				207,277.10		

	DELAWARE.										
112001	Wilmington and Delmar	Philadelphia, Wilmington and Baltimore R. R. Co.	98.64	200.93	19,819.73	28.28					
112002	Vacant.										
112003	Clayton, Del., and Oxford, Md	do	54.89	106.02	5,819.43	12					
112004	Georgetown and Lewes	do	14.96	75.24	1,125.59	12					
112005	Wilmington, Del., and Landenburg, Pa.	Baltimore and Ohio R. R. Co.	19.80	42.75	846.45	13.98					
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.30	80.37	6,292.97	10.40					
112007	Newark and Delaware City	do	12.61	75.24	948.77	16.86					
			279.20		34,852.94						
	MARYLAND.										
113001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.43	1,839.96	252,865.70	148.53	137.43	275.00	37,793.25	5 lines 60 feet; 1 line 40 feet.	
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy. Co.	138.30	372.78	51,555.47	49.58	138.11	40.00	5,524.40	1 line 50 feet.	
113003	Baltimore, Md., and Grafton, W. Va.	Baltimore and Ohio R. R. Co.	294.61	812.25	239,296.97	62.52	40.00	250.00	59,575.00	4 lines 60 feet; 2 lines 40 feet.	Baltimore, Md., to Washington, D. C.
							152.20	225.00		4 lines 60 feet; 1 line 40 feet.	Washington, D. C., to Cumberland, Md.
							102.20	150.00		3 lines 60 feet.	Cumberland, Md., to Grafton, W. Va.
113004	Araby and Frederick	do	3.83	94.91	363.50	46.50					
113005	Weverton and Hagerstown	do	24.43	73.53	1,796.33	21					
133006	Baltimore and Hagerstown	Western Maryland R. R. Co.	87.93	164.16	14,434.58	24.51	87.58	25.00	2,189.50	1 line 40 feet.	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R. Co.	20.83	69.26	1,442.68	19					
113008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.62	70.11	2,357.09	6					
113009	Baltimore and Ocean City	Baltimore, Chesapeake and Atlantic Rwy. Co.	131.53	52.16	6,860.60	9.12					
113010	Townsend, Del., and Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.21	76.10	2,679.48	12					
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R. Co.	33.78	90.63	3,061.48	12					
113012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R. Co.	32.52	75.24	2,446.80	6					
113013	Brandywine and Mechanicsville.	Washington and Potomac R. R. Co.	20.18	49.59	1,000.72	6					
113014	Bowie and Popes Creek	Philadelphia, Wilmington and Baltimore R. R. Co.	48.84	80.37	3,925.27	12					
113015	Delmar, Del., and Cape Charles, Va.	New York, Philadelphia and Norfolk R. R. Co.	95.12	143.64	13,663.03	13.40					
113016	Baltimore, Md., and Lewes, Del.	Queen Annes R. R. Co	90.22	56.43	5,091.10	11.66					
113017	St. Denis and Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	123.12	7,337.95	23.95					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MARYLAND—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
113018	Lake Roland and Garrison..	Northern Central Rwy. Co..	8.23	42.75	351.83	12					
113019	Emmitsburg and Rockyridge.	Emmitsburg R. R. Co.....	7.32	43.61	319.22	13.98					
113020	Glyndon and Highfield.....	Western Maryland R. R. Co.	74.11	89.78	6,653.59	16.09					
113021	Vacant.										
113022	Vacant.										
113023	Vacant.										
113024	Cardiff and Baltimore	Baltimore and Lehigh Rwy. Co.	42.90	83.79	3,594.59	16.67					
113025	Vacant.										
113026	Vacant.										
113027	Park Junction (n. o.), Philadelphia, Pa., and Baltimore (Camden Street Station), Md.	Baltimore and Ohio R. R. Co.	98.30	362.52	35,635.71	53.57	98.30	75.00	7,372.50	1 line 60 feet and 1 line 40 feet.	
113028	Baltimore and Annapolis....	Baltimore and Annapolis Short Line R. R. Co.	26.22	66.69	1,748.61	25					
113029	Canton Junction (n. o.) and Sparrows Point.	Northern Central Rwy Co..	8.13	42.75	347.55	34					
113030	Vacant.										
113031	Vacant.										
113032	Hagerstown, Md., and Cherryrun, W. Va.	Western Maryland R. R. Co.	19.76	97.47	1,926.00	15					
113033	Vacant.										
113034	Vacant.										
113035	Vacant.										
113036	Vacant.										
113037	Bayridge Junction (n. o.) and Bayridge.	Baltimore and Ohio R. R. Co.	4.55	42.75	194.51	6					
113038	Peninsula Junction and Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.34	89.78	1,467.00	12					
			1,593.84		662,417.36				112,454.65		
	VIRGINIA.										
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg and Potomac R. R. Co.	81.20	542.93	44,085.91	27	81.20	140.00	11,368.00	2 lines 60 feet; 1 line 50 feet.	

114002	Washington, D. C., and Danville Junction (n. o.), Va.	Southern Rwy. Co	238.20	972.14	231,563.74	24.23	238.20	240.00	57,168.00	4 lines 60 feet; 1 line 50 feet.	
114003	Manassas and Harrisonburg	do	113.72	117.14	13,321.16	12					
114004	Alexandria and Round Hill	do	50 17	100.89	5,061.65	25.84					
114005	Fortress Monroe and Gordonsville.	Chesapeake and Ohio Rwy. Co.	160.68	166.73	26,790.17	16.81					
114006	Richmond and Danville Junction (n. o.).	Southern Rwy. Co	140	154.76	21,666.40	14					
114007	Richmond and West Point	do	39.23	76.10	2,985.40	6.50					
114008	Richmond and Petersburg	Richmond and Petersburg R. R. Co.	22.91	499.32	11,439.42	40.50	22.45	100.00	2,245.00	2 lines 60 feet.	
114009	Petersburg, Va., and Weldon, N. C.	Petersburg R. R. Co	61.63	434.34	26,768.37	21	61.39	100.00	6,139.00	2 lines 60 feet.	
114010	Petersburg and City Point	Norfolk and Western Rwy. Co.	10.55	42.75	451.01	6					
114011	Norfolk and Lynchburg	do	204.48	152.19	31,119.81	16.79					
114012	Bluestone Junction (n. o.) and Pocahontas.	do	1.58	42.75	67.54	28					
114013	Lynchburg, Va., and Bristol, Tenn.	do	204.21	223.16	45,571.50	14	203.89	50.00	10,194.50	2 lines 40 feet.	
114014	Glade Spring and Saltville	do	9.49	44.46	421.92	14					
114015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R. Co.	78.66	112.01	8,810.70	14					
114016	Vacant.										
114017	Bermuda Hundred and Farmville.	Farmville and Powhatan R. R. Co.	90.71	42.75	3,877.85	6					
114018	Vacant.										
114019	Kempsville Junction (n. o.) and Munden.	Norfolk, Virginia Beach, and Southern R. R. Co.	21.80		656.29	6					Agreement.
114020	Fredericksburg and Orange	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	65.84	2,511.13	6					
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	143.64	34,411.83	9.74					
114022	Elba and Rocky Mount	Southern Rwy Co	37.30	42.75	1,594.57	6					
114023	Richmond and Clifton Forge	Chesapeake and Ohio Rwy. Co.	230.80	88.07	20,326.55	8.46					
114024	Calverton and Warrenton	Southern Rwy. Co	9.16	67.55	618.75	27					
114025	Vacant.										
114026	Norfolk, Va., and Edenton, N. C.	Norfolk and Southern R. R. Co.	75.30	116.28	8,755.88	12					
114027	Vacant.										
114028	Danville and Stuart	Danville and Western Rwy. Co.	76.09	53.87	4,098.96	10.09					
114029	Balcony Falls and Lexington	Chesapeake and Ohio Rwy. Co.	21.59	59.85	1,292.16	13.50					
114030	Suffolk, Va., and Amboy, N. C.	Suffolk and Carolina Rwy. Co.	35.22	42.75	1,505.65	6					
114031	Vacant.										
114032	Keysville, Va., and Durham, N. C.	Southern Rwy. Co	88.28	59.85	5,283.55	8.04					
114033	East Radford, Va., and Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.65	107.73	28,833.93	12.76					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
114034	Claremont and Belfield	Atlantic and Danville Rwy. Co.	55.18	42.75	2,358.94	6					
114035	Norfolk and Virginia Beach.	Norfolk, Virginia Beach, and Southern R. R. Co.	17.50	45.32	793.10	20					
114036	Georgel and Coeburn	Norfolk and Western Rwy. Co.	2.52		107.73	6					Agreement.
114037	Vacant.										
114038	Vacant.										
114039	Pulaski City and Monarat	Norfolk and Western Rwy. Co.	44.97	60.71	2,730.12	16.72					
114040	Bristol, Tenn., and Gilly, Va.	South Atlantic and Ohio R. R. Co.	69.58	63.27	4,402.32	13					
114041	Bremo Bluff and Bolling	Chesapeake and Ohio Rwy. Co.	20.03	42.75	856.28	6					
114042	Norfolk and Danville	Atlantic and Danville Rwy. Co.	208.03	70.11	14,584.98	7.32					
114043	Graham and Norton	Norfolk and Western Rwy. Co.	100.72	101.75	10,248.26	7					
114044	Lynchburg, Va., and Durham, N. C.	do	117.25	70.11	8,220.39	6.50					
114045	Scotland and Wakefield Station.	Surry, Sussex and Southampton Rwy. Co.	19.92	42.75	851.58	6					
114046	Coalboro (n. o.) and Winterpock.	Farmville and Powhatan R. R. Co.	3.01	42.75	128.67	6					
114047	Norfolk, Va., and Tarboro, N. C.	Norfolk and Carolina R. R. Co.	102.35	95.76	9,801.03	6					
114048	Buffalo Junction and Buffalo Lithia Springs.	Atlantic and Danville Rwy. Co.	4.01	42.75	171.42	6					
114049	Goshen Bridge and Rockbridge Alum Springs.	Rockbridge Alum and Goshen R. R. Co.	10.08	42.75	430.92	6					
114050	Washington, D. C., and Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	438.46	336.02	147,331.32	27.85	438.05	80.00	35,044.00	2 lines 50 feet.	
114051	Norton, Va., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	70.74	76.10	5,383.31	7					
114052	Vacant.										
114053	Bessemer and Craig City	Chesapeake and Ohio Rwy. Co.	26.42	42.75	1,129.45	6					
114054	Covington and Hot Springs	do	25.01	62.42	1,561.12	14					

114055	Roanoke, Va., and Winston-Salem, N. C.	Norfolk and Western Rwy. Co.	122.20	57.29	7,000.83	7					
114056	Washington, D. C., and Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	548.91	18,767.23	39	34.19	140.00	4,786.60	2 lines 60 feet, 1 line 50 feet.	
114057	Elkton and Bridgewater	Chesapeake and Western R. R. Co.	27.87	55.58	1,549.01	6					
114058	Vacant.										
114059	Harrisonburg and Lexington.	Valley R. R. Co. of Va	62.53	78.66	4,918.60	15.48					
114060	Interior and Big Stony Junction (n. o.).	Big Stony Rwy. Co	11.24		480.51	6					Do.
114061	Apalachia Junction (n. o.) and Stonega.	Interstate R. R. Co	5.09		217.59	6					Do.
114062	Ocean View and Fortress Monroe.	Norfolk and Ocean View Rwy. Co.	6.60		282.15	6					Do.
			4,253.82		828,198.66				126,945.10		
	WEST VIRGINIA.										
116001	Harpers Ferry, W. Va., and Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	103.46	5,287.94	15.76					
116002	Grafton and Parkersburg	do	103.74	588.24	61,024.01	27.73	103.31	150.00	15,496.50	3 lines 60 feet.	
116003	Charleston and Clay	Charleston, Clendenin and Sutton R. R. Co.	51.24	42.75	2,190.51	6					
116004	Pennsboro and Harrisville	Pennsboro and Harrisville Ritchie County Rwy. Co.	9.28	46.17	428.45	12					
116005	Wheeling Junction (n. o.) and Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	147.06	3,595.61	34					
116006	Flatwoods and Sutton	West Virginia and Pittsburg R. R. Co.	6	42.75	256.50	12					
116007	Thomas and Davis	West Virginia Central and Pittsburg Rwy. Co.	6.45	42.75	275.73	26					
116008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R. Co	4.88	42.75	208.62	15					
116009	Hendricks and Horton	Dry Fork R. R. Co	31.33	42.75	1,339.35	6					
116010	Point Pleasant Junction (n. o.), Ohio, and Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.37	76.10	7,257.65	13.73					
116011	Weston and Pickens	West Virginia and Pittsburg R. R. Co.	50.99	70.11	3,574.90	7.91					
116012	Grafton and Belington	Baltimore and Ohio R. R. Co.	41.59	70.11	2,915.87	12					
116013	Wheeling and Kenova	Ohio River R. R. Co	223.72	145.85	32,517.70	20.65					
116014	Green Spring and Romney	Baltimore and Ohio R. R. Co.	16.61	47.03	781.16	12					
116015	Benwood Junction (n. o.) and Wheeling.	do	4.92	237.69	1,169.43	56	4.66	25.00	116.50	1 line 40 feet.	
116016	Coopers and Goodwill	Norfolk and Western Rwy. Co.	7.91	42.75	338.15	11.18					
116017	Connellsville, Pa., and Fairmount, W. Va.	Baltimore and Ohio R. R. Co.	70.51	109.44	7,716.62	13.45					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	WEST VIRGINIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
116018	Cairo and Macfarlan	Cairo and Kanawha Valley R. R. Co.	15.85	44.46	704.69	12					
116019	Cumberland, Md., and Beverly, W. Va.	West Virginia Central and Pittsburg Rwy. Co.	120.18	100.89	12,124.96	12					
116020	Vacant.										
116021	Vacant.										
116022	Cedar Grove and Mammoth.	Kellys Creek Improvement Co.	5.16	42.75	220.59	12					
116023	Brosius and Berkeley Springs	Baltimore and Ohio R. R. Co.	6.90	43.61	300.90	12					
116024	Millwood and Ripley	Ripley and Mill Creek Valley R. R. Co.	13.45	51.30	689.98	12					
116025	Harrison (n. o.) and Elk Garden.	West Virginia Central and Pittsburg Rwy. Co.	7.31	42.75	312.50	12					
116026	Sewell and Cliff Top	Longdale Iron Co.	9.00	42.75	384.75	6					
116027	Vacant.										
116028	Fairmount and Clarksburg.	Monongahela River R. R. Co.	33.44	76.10	2,544.78	12					
116029	New Cumberland Junction (n. o.) and New Cumberland.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	7.74	51.30	397.06	21					
116030	Brownstown and Hernshaw.	West Virginia Southern Rwy. Co.	5.50		235.12	6					Agreement.
116031	New Cumberland and Congo	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	9.21		393.72	6					Do.
116032	Ravenswood and Spencer	Ravenswood, Spencer and Glenville Rwy. Co.	33.63	61.56	2,070.26	6					
116033	Belington and Elkins Junction (n. o.).	West Virginia Central and Pittsburg Rwy Co.	16.49	65.84	1,085.70	6					
116034	Clarksburg and Lanes Bottom.	West Virginia and Pittsburg R. R. Co.	103.98	80.37	8,356.87	7.50					
116035	Terminal Junction (n. o.), Ohio, and Wheeling, W. Va.	Wheeling Bridge and Terminal Rwy. Co.	4.90	69.26	339.37	12					
116036	Mount Carbon and Powellton.	Powellton and Pocahontas Rwy. Co.	5.01	42.75	214.17	12					
116037	Vacant.										
116038	Coalburg and Acme	Chesapeake and Ohio Rwy. Co.	14.19	42.75	606.62	6					

116039	Belington and Monroe Junction (n. o.).	Roaring Creek and Belington R. R. Co.	10.09		431.84	6					Do.
116040	Thurmond and Macdonald..	Chesapeake and Ohio Rwy. Co.	9.61	42.75	410.82	12					
116041	North Fork Junction (n. o.) and Ashland.	Norfolk and Western Rwy. Co.	6.13	42.75	262.05	10.50					
116042	Grafton, W. Va., and Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	96.20	226.76	21,814.31	28.13	1.07	25.00	26.75	1 line 40 feet..	Benwood Junction, (n. o.) and Bellaire, Ohio.
116043	Whitfield and Wheeling....	Wheeling and Elm Grove R. R. Co.	4.01		100.00	6					Agreement.
116044	Monroe Junction (n. o.) and Mabie.	Roaring Creek and Charleston R. R. Co.	7.61		325.32	6					Do.
116045	Parkersburg and Reedyripple.	Little Kanawha R. R. Co.	30.46		1,000.00	6					Do.
			1,376.15		186,203.98				15,639.75		
	NORTH CAROLINA.										
118001	Weldon and Raleigh.....	Raleigh and Gaston R. R. Co.	96.07	157.32	15,113.73	14					
118002	Weldon and State Line (n. o.)	Wilmington and Weldon R. R. Co.	172.67	353.12	60,973.23	22.64	172.60	100.00	17,260.00	2 lines 60 feet.	
118003	Wilmington and Rutherfordton.	Carolina Central R. R. Co...	268.11	96.62	25,904.78	11.09					
118004	Goldsboro and Greensboro..	Southern Rwy. Co.....	129.77	147.92	19,195.57	18.37					
118005	Goldsboro and Morehead City.	Atlantic and North Carolina R. R. Co.	93.78	93.20	8,740.29	9					
118006	Salisbury, N. C., and Morristown, Tenn.	Southern Rwy. Co.....	228.75	133.38	30,510.67	7.05					
118007	Charlotte, N. C., and Columbia, S. C. Columbia, S. C., and Augusta, Ga.	Southern Rwy. Co.....	106.40 84.60	211.19	40,337.29	17.90	106.40	25.00	2,660.00	1 line 40 feet..	
118008	Wilson and Wilmington	Wilmington and Weldon R. R. Co.	108.36	138.51	15,008.94	14					
118009	Charlotte and Taylorsville..	Southern Rwy. Co.....	64.57	59.00	3,809.63	10.08					
118010	Raleigh and Hamlet.....	Raleigh and Augusta Air Line R. R. Co.	96.66	146.21	14,132.65	14					
118011	Mount Airy and Sanford....	Southern Rwy. Co.....	130.71	86.36	11,288.11	11.76					
118012	Greensboro and Northwilkesboro.	do	104.37	128.25	13,385.45	9.02					
118013	Danville Junction (n. o.), Va., and Charlotte, N. C. Charlotte, N. C., and Atlanta, Ga.	do	142.00 267.40	711.36	291,230.78	24.40	142.00 267.40	200.00 125.00	61,825.00	4 lines 60 feet. 2 lines 60 feet, 1 line 40 feet.	
118014	Oxford and Henderson.....	do	14.71	47.03	691.81	19					
118015	Rockymount and Tarboro...	Wilmington and Weldon R. R. Co.	16.64	108.59	1,806.93	19					
118016	Asheville Junction (n. o.) and Murphy.	Southern Rwy. Co	123.94	59.00	7,312.46	6					

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	NORTH CAROLINA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
118017	Ellenboro and Caroleen	Carolina Central R. R. Co	4.70	42.75	200.92	6					
118018	University Station and Chapel Hill.	Southern Rwy. Co	11.36	46.17	524.49	18					
118019	Halifax and Kinston	Wilmington and Weldon R. R. Co.	87.48	69.26	6,058.86	6					
118020	Tarboro and Plymouth	do	53.63	62.42	3,347.58	8.93					
118021	Highpoint and Ashboro	Southern Rwy. Co	28.14	51.30	1,443.58	6					
118022	D. M. & S. W. Junction (n. o.) and Leaksville.	Danville and Western Rwy. Co.	8.12	42.75	347.13	6					
118023	Lenoir and Hickory	Carolina and Northern R. R. Co.	20.23	65.84	6,658.91	7.10					Hickory and Lenoir. Lap service over 118006.
	Hickory and Newton		9.90	7.70							
	Newton, N. C., and Chester, S. C.		79.75	65.84							
118024	Junction (n. o.) and Henrietta.	Carolina Central R. R. Co	1.92	42.75	82.08	6					
118025	Louisburg and Franklinton	Raleigh and Gaston R. R. Co	10.45	43.61	455.72	12					
118026	Warren Plains and Warrenton.	Warrenton R. R. Co	3.38	42.75	144.49	6					
118027	Aberdeen and Pattersons Bridge.	Moore County R. R. Co	12.87		250.00	6					Do.
118028	Rockymount and Springhope.	Wilmington and Weldon R. R. Co.	19.48	42.75	832.77	6					
118029	Moncure and Pittsboro	Raleigh and Augusta Air Line R. R. Co.	12.36	42.75	528.39	12					
118030	Warsaw and Clinton	Wilmington and Weldon R. R. Co.	13.48	45.32	610.91	12					
118031	Factory Junction (n. o.) and Ramseur.	Southern Rwy. Co	19.41	42.75	829.77	6					
118032	Marion, N. C., and Camden, S. C.	Ohio River and Charleston Rwy. Co.	172.55	65.84	11,360.69	6					
118033	Boykins, Va., and Lewiston, N. C.	Seaboard and Roanake R. R. Co.	35.62	53.87	1,918.84	13.37					
118034	Hamlet and Gibson	Raleigh and Augusta Air Line R. R. Co.	10.07	42.75	430.49	6					
118035	Wilmington and Wrightsville.	Wilmington Sea Coast R. R. Co.	9.12	42.75	389.88	6					
118036	Cameron and Carthage	Carthage R. R. Co	10.20	42.75	436.05	12					
118037	Stokesville and Madison	Southern Rwy. Co	11.60	42.75	495.90	6					

114055	Roanoke, Va., and Winston-Salem, N. C.	Norfolk and Western Rwy. Co.	122.20	57.29	7,000.83	7					
114056	Washington, D. C., and Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	548.91	18,767.23	39	34.19	140.00	4,786.60	2 lines 60 feet, 1 line 50 feet.	
114057	Elkton and Bridgewater	Chesapeake and Western R. R. Co.	27.87	55.58	1,549.01	6					
114058	Vacant.										
114059	Harrisonburg and Lexington.	Valley R. R. Co. of Va	62.53	78.66	4,918.60	15.48					
114060	Interior and Big Stony Junction (n. o.).	Big Stony Rwy. Co	11.24		480.51	6					Do.
114061	Apalachia Junction (n. o.) and Stonega.	Interstate R. R. Co	5.09		217.59	6					Do.
114062	Ocean View and Fortress Monroe.	Norfolk and Ocean View Rwy. Co.	6.60		282.15	6					Do.
			4,253.82		828,198.66				126,945.10		
	WEST VIRGINIA.										
116001	Harpers Ferry, W. Va., and Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	103.46	5,287.84	15.76					
116002	Grafton and Parkersburg	do	103.74	588.24	61,024.01	27.73	103.31	150.00	15,496.50	3 lines 60 feet.	
116003	Charleston and Clay	Charleston, Clendenin and Sutton R. R. Co.	51.24	42.75	2,190.51	6					
116004	Pennsboro and Harrisville.	Pennsboro and Harrisville Ritchie County Rwy. Co.	9.28	46.17	428.45	12					
116005	Wheeling Junction (n. o.) and Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	147.06	3,595.61	34					
116006	Flatwoods and Sutton	West Virginia and Pittsburg R. R. Co.	6	42.75	256.50	12					
116007	Thomas and Davis	West Virginia Central and Pittsburg Rwy. Co.	6.45	42.75	275.73	26					
116008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R. Co	4.88	42.75	208.62	15					
116009	Hendricks and Horton	Dry Fork R. R. Co	31.33	42.75	1,339.35	6					
116010	Point Pleasant Junction (n. o.), Ohio, and Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.37	76.10	7,257.65	13.73					
116011	Weston and Pickens	West Virginia and Pittsburg R. R. Co.	50.99	70.11	3,574.90	7.91					
116012	Grafton and Belington	Baltimore and Ohio R. R. Co.	41.59	70.11	2,915.87	12					
116013	Wheeling and Kenova	Ohio River R. R. Co	223.72	145.85	32,517.70	20.65					
116014	Green Spring and Romney	Baltimore and Ohio R. R. Co.	16.61	47.03	781.16	12					
116015	Benwood Junction (n. o.) and Wheeling.	do	4.92	237.69	1,169.43	56	4.66	25.00	116.50	1 line 40 feet.	
116016	Coopers and Goodwill	Norfolk and Western Rwy. Co.	7.91	42.75	338.15	11.18					
116017	Connellsville, Pa., and Fairmount, W. Va.	Baltimore and Ohio R. R. Co.	70.51	109.44	7,716.62	13.45					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	SOUTH CAROLINA.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
120001	Columbia and Greenville	Southern Rwy. Co	143.50	102.60	14,723.10	9.44					
120002	Columbia and Florence Florence and Pee Dee Pee Dee and Wilmington	Atlantic Coast Line R. R. Co. of South Carolina.	81.74 13.00 99.96	149.63	28,684.07	10.45	13.00	100.00	1,300.00	2 lines 60 feet	Florence to Pedee.
120003	Columbia and Charleston	Southern R. R. Co	129.60	134.24	17,397.50	15.09					
120004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy. Co.	115.00	262.49	30,186.35	24.49	115.00	65.00	7,475.00	1 line 50 feet; 1 line 40 feet.	
120005	Florence and Charleston	Atlantic Coast Line R. R. Co. of South Carolina.	102.50	303.53	31,111.82	17.66	102.00	100.00	10,200.00	2 lines 60 feet	
120006	Florence and Cheraw	do	40.93	70.97	2,904.80	13					
120007	Bowman and Branchville	Branchville and Bowman R. R. Co.	11.25		300.00	6					Agreement.
120008	Anderson and Walhalla	Blue Ridge R. R. Co	34.53	66.69	2,302.80	7					
120009	Hodges and Abbeville	Southern Rwy. Co	11.95	42.75	510.86	14					
120010	Port Royal, S. C., and Augusta, Ga.	Charleston and Western Carolina Rwy. Co.	112.03	62.42	6,992.91	7.55					
120011	Asheville, N. C., and Alston, S. C.	Southern Rwy. Co	137.52	108.59	14,933.29	14					
120012	Vacant.										
120013	Chester and Lancaster	Lancaster and Chester Rwy. Co.	29.57	49.59	1,466.37	12					
120014	Cheraw, S. C., and Wadesboro, N. C.	Atlantic Coast Line R. R. Co. of South Carolina.	25.70	56.43	1,450.25	7					
120015	Lane and Sumter	do	40.57	90.63	3,676.85	7					
120016	Belton and Anderson	Southern Rwy. Co	10.12	72.68	735.52	14					
120017	Branchville, S. C., and Augusta, Ga.	do	75.14	159.89	12,014.13	18.53					
		do	38.14								
120018	Kingsville and Camden	Greenpond, Walterboro and Branchville Rwy. Co.	26.01	48.74	1,858.94	12					
					800.00	6					Do
120019	Walterboro and Ehrhart	Georgetown and Western R. R. Co.	37.67	61.56	2,318.96	12					
120020	Lane and Georgetown	Charleston and Western Carolina Rwy. Co.	133.40	82.08	10,949.47	13.32					
120021	Spartanburg, S. C., and Augusta, Ga.										
120022	Creston and Pregnalls	Atlantic Coast Line R. R. Co., of South Carolina.	41.23	50.45	2,080.05	6					
120023	McCormack and Anderson	Charleston and Western Carolina Rwy. Co.	59.02	42.75	2,523.10	6					

120024	Laurens and Greenville	do	36.37	52.16	1,897.05	13					
120025	Greenpond and Walterboro	Greenpond, Walterboro and Branchville Rwy. Co.	12.44	42.75	531.81	12					
120026	Seivern and Allendale	Southern Ry. Co	55.29	44.46	2,458.19	10.30					
120027	Seivern and Batesburg	do	16.04		400.00	6					Do.
120028	Ravenels and Youngs Island	Charleston and Savannah Rwy. Co.	5.65	42.75	241.53	12					
120029	Elliott and Lucknow	Atlantic Coast Line R. R. Co., of South Carolina.	17.63	42.75	753.68	6					
120030	State Line (n. o.) and Peedee	do	24.60	335.16	8,244.93	21	24.60	100.00	2,460.00	2 lines 60 feet.	
120031	Aiken and Edgefield	Southern Rwy. Co	25.05	42.75	1,070.88	12					
120032	Wilson and Millards	Wilson and Summerton R. R. Co.	16.50	42.75	705.37	6					
120033	Floyds (n. o.) and Hartsville	Atlantic Coast Line R. R. Co., of South Carolina	10.11	42.75	432.20	16					
120034	Pickens and Easley	Pickens R. R. Co	9.05		386.88	6					Do.
120035	Vacant.										
120036	Eutawville and Ferguson	Atlantic Coast Line R. R. Co., of South Carolina.	6.22	42.75	265.90	6					
120037	Columbia and Laurens	Columbia, Newberry and Laurens R. R. Co.	75.28	84.65	6,372.45	14					
120038	Darlington and Denmark	Atlantic Coast Line R. R. Co., of South Carolina.	103.79	128.25	13,311.06	8.31					
120039	Vacant.										
120040	Vacant.										
120041	Columbia, S. C., and Jacksonville, Fla.	Florida Central and Peninsular R. R. Co.	280.77	204.35	57,375.34	22.97	280.77	25.00	7,019.25	1 line 40 feet	
120042	Latta and Clio	Atlantic Coast Line R. R. Co., of South Carolina.	20.28	42.75	866.97	6					
120043	Rosebuck and Glenn Springs.	Glenn Springs R. R. Co	10.05	42.75	429.63	6					
120044	Vacant.										
120045	Gibson, N. C., and Darlington, S. C.	Atlantic Coast Line R. R. Co., of South Carolina.	36.34	62.42	2,268.34	6					
120046	Sumter and St. Paul	Wilson and Summerton R. R. Co.	25.30	42.75	1,081.57	6					
			2,333.84		289,014.92				28,454.25		
	GEORGIA.										
121001	Heartpine and Quitman	South Georgia Rwy. Co	28.57		600.00	6					Agreement.
121002	Atlanta, Ga., and Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	136.82	319.77	43,750.93	23.52	136.82	100.00	13,682.00	1 line 60 feet; 2 lines 40 feet.	
121003	Atlanta and Westpoint	Atlanta and West Point R. R. Co.	86.29	416.39	35,930.29	21	86.20	100.00	8,620.00	2 lines 60 feet	
121004	Augusta and Atlanta	Georgia R. R. Co	169.26	187.25	31,693.93	21					
121005	Millen and Augusta	Central of Georgia Rwy. Co.	53.52	76.10	4,072.87	21					
121006	Washington and Barnett	Georgia R. R. Co	17.76	59.00	1,047.84	21					
121007	Union Point and Athens	do	40.45	58.14	2,351.76	14					
121008	Kingston and Rome	Nashville, Chattanooga and St. Louis Rwy.	18.04	63.27	1,141.39	20					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	GEORGIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
121009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy. Co.	171.90	241.97	41,594.64	27.50	171.90	65.00	11,173.50	1 line 50 feet; 1 line 40 feet.	
121010	Savannah and Macon	Central of Georgia Rwy. Co.	190.75	139.37	26,584.82	15.28					
121011	Fort Valley and Columbus	do	71.11	80.37	5,715.11	7					
121012	Macon and Atlanta	do	104.50	268.47	28,055.11	21	104.50	25.00	2,612.50	1 line 40 feet	
121013	Rome and Austel Austel and Atlanta Atlanta and Brunswick	Southern Rwy. Co	54.80 18.80 276.90	154.76 41.90 154.76	52,121.61	18.08					Austel and Atlanta. Lap service over route 121042.
121014	Gordon and Milledgeville	Central of Georgia Rwy. Co.	17.71	42.75	757.10	6					
121015	Tennille and Wrightsville	Wrightsville and Tennille R. R. Co.	16.83	69.26	1,165.64	14					
121016	Macon, Ga., and Montgomery, Ala.	Central of Georgia Rwy. Co.	223.30	144.50	32,266.85	12.65	223.30	25.00	5,582.50	1 line 40 feet	
121017	Fort Valley and Perry	do	12.69	42.75	551.04	12					
121018	Waycross and Bainbridge	Savannah, Florida and Western Rwy. Co.	141.07	169.29	23,881.74	17.88	34.20	25.00	855.00	1 line 40 feet	Waycross and Dupont.
121019	Barnesville and Thomaston	Central of Georgia Rwy. Co.	16.85	47.03	792.45	12					
121020	Cartersville, Ga., and Pell City, Ala.	East and West R. R. Co.	117.11	59.00	6,909.49	8.24					
121021	Camak and Macon	Georgia R. R. Co	78.08	102.60	8,011.00	21					
121022	Griffin and Carrollton	Central of Georgia Rwy. Co.	60.18	59.85	3,601.77	13					
121023	Brunswick and Albany	Brunswick and Western R. R. Co.	171.16	92.34	15,804.91	12.25					
121024	Columbus and Greenville	Central of Georgia Rwy. Co.	50.23	47.03	2,362.31	7					
121025	Athens and Lula	Northeastern R. R. of Georgia	38.90	57.29	2,228.58	13					
121026	Toccoa and Elberton	Southern Rwy. Co	50.86	59.00	3,000.74	12					
121027	Fitzgerald and Tifton	Tifton and Northeastern R. R. Co.	25.62		800.00	6					Agreement.
121028	Wadley and Louisville	Louisville and Wadley R. R. Co.	10.65	42.75	455.28	12					
121029	Hartwell and Bowersville	Hartwell Rwy. Co	10.31	42.75	440.75	12					
121030	Marietta, Ga., and Murphy, N C.	Atlanta, Knoxville and Northern Rwy. Co.	109.42	77.81	8,513.97	13					
121031	Thomasville and Albany	Savannah, Florida and Western Rwy. Co.	59.14	71.82	4,247.43	10					
121032	Collins and Reidsville	Collins and Reidsville R. R. Co.	7.34		313.78	6					Do.

121033	Talbotton and Boetic (n. o.).	Talbotton R. R. Co	7.25	42.75	309.93	14				
121034	Gainesville and Social Circle.	Gainesville, Jefferson and Southern R. R. Co.	52.00	51.30	2,667.60	12.17				
121035	Chamblee and Roswell	Southern Rwy. Co	11.39	42.75	486.92	6				
121036	Dupont, Ga., and Port Tampa, Fla.	Savannah, Florida and Western Rwy. Co.	273.60	178.70	48,892.32	15.24	273.60	25.00	6,840.00	1 line 40 feet.
121037	Albany and Cordele	Albany and Northern Rwy. Co.	35.46	42.75	1,515.91	6				
121038	Cochran and Hawkinsville	Southern Rwy. Co	10.60	47.03	498.51	21				
121039	Smithville and Albany	Central of Georgia Rwy. Co.	24.00	133.38	3,201.12	14				
121040	Albany, Ga., and Columbia, Ala.	do	63.16	65.84	4,158.45	7				
121041	Cuthbert and Fort Gaines	do	23.31	42.75	996.50	6				
121042	Atlanta, Ga., and Birmingham, Ala.	Southern Rwy. Co	168.08	259.92	43,687.35	15.81				
121043	Cornelia and Tallulah Falls.	Blue Ridge and Atlantic R. R. Co.	21.25	45.32	963.05	12				
121044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy. Co.	32.06	64.13	2,056.00	7				
121045	Bellmont and Jefferson	Gainesville, Jefferson and Southern R. R. Co.	13.44	42.75	574.56	12				
121046	Sylvania and Rockyford	Sylvania R. R. Co	14.89	44.46	662.00	12				
121047	Americus and Columbus	Central of Georgia Rwy. Co.	63.70	54.72	3,485.66	7				
121048	Augusta and Tennille	Augusta Southern R. R. Co.	84.05	54.72	4,599.21	14.28				
121049	Wrightsville and Dublin	Wrightsville and Tennille R. R. Co.	20.00	66.69	1,333.80	14				
121050	Lyons, Ga., and Montgomery, Ala.	Georgia and Alabama Rwy.	266.04	76.95	20,471.77	7				
121051	Columbus and McDonough	Southern Rwy. Co	99.02	82.94	8,212.71	12.47				
121052	Macon and Athens	Central of Georgia Rwy. Co.	105.34	59.00	6,215.06	7				
121053	Midville and Swainsboro	Midville, Swainsboro and Red Bluff R. R. Co.	18.29	42.75	781.89	6				
121054	Unionpoint and Whiteplains.	Union Point and White Plains R. R. Co.	13.80	42.75	589.95	6				
121055	Millen and Stillmore	Millen and Southwestern R. R. Co.	34.03	42.75	1,454.77	6				
121056	Atlanta and Fort Valley	Southern Rwy. Co	105.40	56.43	5,947.72	6				
121057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Southern R. R. Co.	138.82	67.55	9,377.29	8.15				
121058	Macon, Ga., and Palatka, Fla.	Georgia Southern and Florida Rwy. Co.	285.93	161.60	46,206.28	14				
121059	Crawford and Lexington	Lexington Terminal R. R. Co.	4.38	42.75	187.24	12				
121060	Wadley and Rixville	Wadley and Mt. Vernon R. R. Co.	30.16	42.75	1,289.34	12				
121061	Statesboro and Dover	Dover and Statesboro R. R. Co.	10.00	43.61	436.10	12				
121062	Dunlap (n.o.) and Smithonia.	Smithonia and Dunlap R. R. Co.	6.20	42.75	265.05	12				
121063	Columbus and Albany	Georgia and Alabama Rwy.	88.60	42.75	3,787.65	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	GEORGIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
121064	Bainbridge, Ga., and Montgomery, Ala.	Alabama Midland Rwy. Co.	175.70	145.35	25,537.99	14.85					
121065	Savannah and Tybee.....	Central of Georgia Rwy. Co.	16.30		696.82	6					Agreement.
121066	Meldrim (n. o.) and Lyons...	Georgia and Alabama Rwy.	57.52	89.78	5,164.14	7					
121067	Abbeville and Fitzgerald....	do	22.69	49.59	1,125.19	7					
121068	Waycross and Douglas.....	Waycross Air Line R. R. Co.	43.32	42.75	1,851.93	6					
121069	Chattanooga, Tenn., and Gadsden, Ala.	Chattanooga Southern R. R. Co	92.70	47.03	4,359.68	6					
121070	Fitzgerald and Ocilla	Georgia and Alabama Rwy.	9.56		300.00	6					Do.
121071	Clinton, S. C., and Atlanta, Ga.	Georgia, Carolina and Northern Rwy. Co.	181.88	145.35	26,436.25	14					
121072	Macon and Dublin	Macon, Dublin and Savannah R. R. Co.	53.67	48.74	2,615.87	6					
121073	Smithonia and Fiveforks....	Smithonia, Danielsville and Carnesville R. R. Co.	6.36	42.75	271.89	6					
121074	Pidcock and Moultrie.....	Georgia Northern Rwy. Co. of Ga.	31.54	42.75	1,348.33	6					
121075	Dublin and Hawkinsville ...	Wrightsville and Tennille R. R. Co.	40.68	42.75	1,739.07	13					
121076	Covington and Milledgeville	Central of Georgia Rwy. Co.	69.00	61.56	4,247.64	13					
121077	West Bainbridge (n. o.) and Arlington.	Georgia Pine Rwy. Co. of Georgia.	38.67		934.04	6					Do.
121078	Sparks and Moultrie.....	Pinopolis Saw Mill Co.....	24.75		800.00	6					Do.
121079	Swainsboro and Collins	Stillmore Air Line Rwy	34.05	43.61	1,484.92	14					
121080	Theo and Darien	Darien and Western R. R. Co.	21.72	49.59	1,077.09	6					
121081	Vacant.										
121082	Suwanee and Lawrenceville.	Lawrenceville Branch R. R.	10.40		250.00	6					Do.
121083	Cuyler (n. o.) and Hubert ...	Savannah and Statesboro Rwy. Co.	12.47		350.00	6					Do.
121084	Macon and Lagrange	Macon and Birmingham Rwy. Co.	105.56		2,297.71	6					Do.
121085	Stillmore and Brewton	Central of Georgia Rwy. Co.	38.44		800.00	6					Do.
121086	Crawford, Fla., and Haylow, Ga.	Atlantic, Valdosta and Western Rwy. Co.	71.85		1,437.00	6					Do.
121087	Sandersville and Tennille...	Sandersville R. R. Co	4.00		171.00	6					Do.

121088	Doerun and Moultrie	Georgia Northern Rwy. Co. of Georgia.	14.05		400.00	6					Do.
			5,958.25		701,773.40				49,865.50		
	FLORIDA.										
123001	Fernandina and Tampa	Florida Central and Peninsular R. R. Co.	244.28	105.33	25,730.01	13.33					All land grant.
123002	Florala and Crestview	Yellow River R. R. Co	26.66		750.00	6					Agreement.
123003	Pensacola, Fla., and Flomaton, Ala.	Louisville and Nashville R. R. Co.	44.18	101.23	4,472.34	21					All land grant.
123004	Jacksonville, Tampa, and Key West Junction (n. o.) and New Smyrna.	Florida East Coast Rwy. Co.	28.03	42.75	1,198.28	12					
123005	Pensacola and Millview	Pensacola and Perdido R. R. Co.	8.53	42.75	364.65	6					
123006	Jacksonville and River Junction.	Florida Central and Peninsular R. R. Co.	208.67	102.60	21,409.54	14.63					Do.
123007	Sanford and Lakeland	Savannah, Florida and Western Rwy. Co.	83.13	177.84	14,783.83	17					
123008	Astor and Leesburg	St. Johns and Lake Eustis R. R. Co.	38.87	45.32	1,761.58	6					
123009	Thonotosassa and Tampa	Tampa and Thonotosassa R. R. Co.	14.78		400.00	6					Agreement.
123010	Sanford and Oviedo	Savannah, Florida and Western Rwy. Co.	18.11	42.75	774.20	6					
123011	Wildwood and Orlando	Florida Central and Peninsular R. R. Co.	54.32	70.97	3,855.09	10.50					
123012	Palatka and Brooksville	Florida Southern R. R. Co.	145.49	83.97	12,190.60	7					
123013	Tallahassee and St. Marks	Florida Central and Peninsular R. R. Co.	22.06	42.75	943.06	3					
123014	Fort Mason (n. o.) and Lanepark.	St. Johns and Lake Eustis R. R. Co.	9.48	42.75	405.27	7.26					
123015	Pensacola and River Junction.	Louisville and Nashville R. R. Co.	161.92	76.60	12,403.07	14					A llland grant.
123016	Jacksonville and Palm Beach	Florida East Coast Rwy. Co.	301.89	137.66	41,558.17	12.03	301.05	25.00	7,526.25	1 line 40 feet	
123017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern R. R. Co.	3.74	42.75	159.88	12					
123018	Jacksonville and Sanford	Plant Investment Co	124.30	206.06	25,613.25	17.32	124.24	25.00	3,106.00	1 line 40 feet	
123019	Waldo and Cedar Keys	Florida Central and Peninsular R. R. Co.	71.20	56.08	3,992.89	7					Do.
123020	Beresford and Deland	Plant Investment Co	5.17	55.58	287.34	21					
123021	Wahneta and Bartow	Savannah, Florida and Western Rwy. Co.	17.28	43.61	753.58	13					
123022	Rochelle and Gainesville	Florida Southern R. R. Co.	10.97	42.75	468.96	14					
123023	Morriston and Standard	Florida Central and Peninsular R. R. Co.	4.15	42.75	177.41	6					
123024	Lakeland and Bartow	Savannah, Florida and Western Rwy. Co.	13.87	89.78	1,245.24	13					
123025	Enterprise Junction (n. o.) and Titusville.	Florida East Coast Rwy. Co.	40.64	47.03	1,911.29	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	FLORIDA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
123026	Bartow and Punta Gorda...	Florida Southern R. R. Co..	75.14	76.95	5,782.02	6					
123027	Micanopy and Irvine.....	Gainesville and Gulf Rwy. Co.	9.08		388.17	6					Agreement.
123028	Sanford and Tavares.....	Jacksonville, Tampa and Key West Rwy.	29.71	42.75	1,270.10	6					
123029	Sanford and St. Petersburg.	Sanford and St. Pertersburg R. R. Co.	152.28	65.84	10,026.11	6.50					
123030	Jacksonville and Pablo Beach.	Jacksonville and Atlantic Rwy. Co.	17.35	42.75	741.71	6					
123031	Vacant.										
123032	Lake City and Lake City Junction (n. o.).	Savannah, Florida and Western Rwy Co.	19.20	42.75	820.80	14					
123033	Ocala and Homosassa	Silver Springs, Ocala and Gulf R. R. Co.	47.57	59.85	2,847.06	12.80					
123034	Tavares and Clermont	Tavares and Gulf R. R. Co..	29.37	42.75	1,255.56	6					
123035	Thomasville and Monticello.	Savannah, Florida and Western Rwy. Co.	24.64	47.03	1,158.81	14					
123036	Vacant.										
123037	Kissimmee and Narcoossee..	Savannah, Florida and Western Rwy. Co.	16.68	42.75	713.07	6					
123038	Pensacola and Warrington..	Pensacola Electric Terminal Rwy. Co.	8.58	42.75	366.79	13					
123039	Vacant.										
123040	Drifton and Monticello.....	Florida Central and Peninsular R. R. Co.	4.66	42.75	199.21	14					
123041	Vacant.										
123042	Junction (n. o.) and San Mateo.	Florida East Coast Rwy. Co.	2.97	42.75	126.96	18					
123043	Vacant.										
123044	Vacant.										
123045	Tallahassee and Apalachicola.	Carabelle, Tallahassee and Georgia R. R. Co.	79.24	51.80	4,065.01	7					
123046	Vacant.										
123047	Vacant.										
123048	Vacant.										
123049	Liveoak and Luraville	Live Oak and Gulf Rwy. Co.	17.38	42.75	742.99	6					
123050	Gainesville and High Springs.	Savannah, Florida and Western Rwy. Co.	22.88	64.13	1,467.29	14					

123051	Gainesville and Micanopy	Gainesville and Gulf Rwy. Co	17.21		378.79	7					Do.
123052	Starke and Alachua	Atlantic, Suwanee River and Gulf Rwy. Co.	27.94		500.00	6					Do.
123053	Westlake and Ellaville	Ellaville, Westlake and Jennings R. R. Co.	10.02		300.00	6					Do.
123054	West Palm Beach Junction (n. o.) and Miami.	Florida East Coast Rwy. Co.	68.06	93.20	6,343.19	6	67.09	25.00	1,677.25	1 line 40 feet.	
			2,381.68		217,103.17				12,309.50		
	ALABAMA.										
124001	Montgomery, Ala., and West Point, Ga.	Western Rwy. of Alabama.	85.72	401.85	34,446.58	21	85.63	100.00	8,563.00	2 lines 60 feet.	
124002	Montgomery and Selma	do	47.18	103.46	4,881.24	18.50					
124003	West Point, Ga., and Riverview, Ala.	Chattahoochee Valley R. R. Co.	9.69		310.00	6					Agreement
124004	Montgomery, Ala., and Columbus, Miss.	Mobile and Ohio R. R. Co	167.07		4,000.00	6					Do.
124005	Memphis, Tenn., and Stevenson, Ala. Stevenson, Ala., and Chattanooga, Tenn.	Southern Rwy. Co	271.80 38.70	153.90 41.04	43,418.26	14.75					38.70 miles lap service over 127004.
124006	Selma and Akron	do	65.81	64.98	4,276.33	7					
124007	Columbus, Ga., and Birmingham, Ala.	Central of Georgia Rwy. Co.	158.32	87.21	13,807.08	8.29					
124008	Columbus, Ga., and Troy, Ala.	do	85.67	57.45	4,921.74	7					All land grant.
124009	Selma and York Station	Southern Rwy Co	76.56	64.13	4,909.79	7					
124010	Selma and Jacksonville, Ala. Jacksonville, Ala., and Cleveland, Tenn.	do	148.10 116.55	101.92 127.40	29,942.82	12.75					148.10 miles land grant.
124011	Sheffield and Jasper	Northern Alabama Rwy. Co.	86.84	48.74	4,232.58	6					
124012	Montgomery and Flomaton. Flomaton and New Orleans.	Louisville and Nashville R. R. Co.	118.83 199.44	311.22 389.03	114,570.41	22.57	318.27	100.00	31,827.00	2 lines 60 feet.	118.83 miles land grant.
124013	Dimmick (n. o.) and Elba	Southwestern Alabama Rwy. Co.	37.26		800.00	6					Agreement.
124014	Opelika and Roanoke	Central of Georgia Rwy. Co.	39.11	67.55	2,641.88	7					
124015	Chattanooga, Tenn., and State Line (n. o.). State Line (n. o.) and Meridian, Miss.	Alabama Great Southern R. R. Co.	31.70 264.16	218.03 174.42	52,986.33	14.33	295.50	25.00	7,387.50	1 line 40 feet.	264.16 miles land grant.
124016	Mobile Junction (n. o.) and Bismarck.	Southern Rwy. Co	34.03	75.24	2,560.41	7					
124017	Selma and Pineapple Station (n. o.).	Louisville and Nashville R. R. Co.	45.61	60.71	2,763.98	6					
124018	Dolomite and Wheeling Station (n. o.).	Woodward Iron Co	4.34	42.75	185.53	10.41					
124019	Chehaw (n.o.) and Tuskegee.	Tuskegee R. R. Co	5.88	50.45	296.64	20					
124020	Attalla and Gadsden	Gadsden and Attalla Union Rwy. Co.	6.01	59.00	354.59	23					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ALABAMA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
124021	Eufaula and Ozark	Central of Georgia Rwy. Co.	59.96	43.61	2,614.85	7					
124022	Selma and Martins Station	Birmingham, Selma and New Orleans Rwy. Co.	20.60	42.75	880.65	6					
124023	Blocton and Lopez	Birmingham Mineral R. R. Co.	6.50		277.87	6					Agreement.
124024	Elmore and Wetumpka	South and North Alabama R. R. Co.	6.86	44.46	304.99	12					
124025	Tuscumbia and East Florence.	Southern Rwy. Co	8.28	64.98	538.03	14					
124026	Vacant.										
124027	Sprague and Luverne	Alabama Midland Rwy. Co.	32.94	44.46	1,464.51	6					
124028	Troy and Searight	Central of Georgia Rwy. Co.	37.02	56.43	2,089.03	7					
124029	Vacant.										
124030	Talladega and Pell City	Birmingham and Atlantic R. R. Co.	23.23	55.58	1,291.12	12					
124031	Iveys Switch (n. o.) and Rutledge.	Rutledge and Julian R. R.	3.39	42.75	144.92	12					
124032	Elora, Tenn., and Attalla, Ala.	Nashville, Chattanooga and St. Louis Rwy.	95.34	54.72	5,217.00	12					
124033	Rome, Ga., and Attalla, Ala.	Southern Rwy. Co	61.66	47.03	2,899.86	7					
124034	Mobile and Marion Junction (n. o.).	do	149.10	65.84	10,154.29	7					14.10 miles, lap service over 124009.
	Marion Junction (n. o.) and Selma.		14.10	23.94							
124035	Attalla and Calera	Louisville and Nashville R. R. Co.	119.79	48.74	5,838.56	7					
124036	Birmingham and Oneonta	Birmingham Mineral R. R. Co.	36.66	47.03	1,724.12	6					
124037	Birmingham and Blocton	do	51.40	62.42	3,208.38	7					
124038	Riverton and Margerum Junction (n. o.).	Northern Alabama Rwy. Co.	11.23	42.75	480.08	6					
124039	Vacant.										
124040	Tredegar Junction (n. o.) and Jacksonville.	East and West R. R. Co	3.45	42.75	147.48	25					
124041	Vacant.										
124042	Abbeville Junction (n. o.) and Abbeville.	Abbeville Southern Rwy. Co.	27.21	42.75	1,163.22	6					
124043	Sheffield and Tuscumbia	Louisville and Nashville R. R. Co.	2.64	42.75	112.86	6					

124044	Prattville Junction (n. o.) and Prattville.	do	10.22	42.75	436.90	12					
124045	Cardiff and Bloesburg	Southern Rwy. Co	2.75	42.75	117.56	12					
124046	Vacant.										
124047	Gadsden and Attalla.....	Nashville, Chattanooga and St. Louis Rwy.	6.21	42.75	265.47	6					
124048	Lafayette and Opelika	Lafayette Rwy. Co.....	22.36		500.00	6					Agreement.
			2,957.28		368,182.94				47,777.50		
	MISSISSIPPI.										
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R. Co	554.22	226.58	125,575.16	18.17	554.22	80.00	44,337.60	2 lines 50 feet.	
126002	Memphis, Tenn., and Grenada, Miss.	do	99.42	110.30	10,966.02	14					
126003	Vicksburg and Jackson.....	Alabama and Vicksburg Rwy. Co.	43.45	177.84	21,427.74	7	139.36	25.00	3,484.00	1 line 40 feet..	Land grant.
	Jackson and Meridian		96.30	142.27							
126004	Mobile, Ala., and State Line (n. o.), Tenn.	Mobile and Ohio R. R. Co....	333.11	117.64	62,595.94	14					Do.
	State Line (n. o.), Tenn., and Cairo, Ill.		159.19	147.05							
126005	Greenville, Miss., and Birmingham, Ala.	Southern Rwy. Co	291.20	123.12	35,852.54	8					
126006	Helena, Ark., and Eagles-neat, Miss.	Yazoo and Mississippi Valley R. R. Co.	20.42	43.61	890.51	9.88					
126007	Muldon and Aberdeen	Mobile and Ohio R. R. Co ...	9.55	45.32	432.80	21					
126008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R. Co..	62.66	60.71	3,804.08	7					
126009	Durant and Aberdeen.....	Illinois Central R. R. Co	109.12	71.82	7,836.99	7					
126010	Natchez and Jackson	Yazoo and Mississippi Valley R. R. Co.	98.53	97.47	9,603.71	10.98					
126011	Philipp Junction (n. o.) and Philipp.	do	5.41		231.27	6					Agreement.
126012	Greenwood and Peete	Illinois Central R. R. Co	18.22	42.75	778.90	6					
126013	Hattiesburg and Gulfport...	Gulf and Ship Island R. R. Co.	70.50		1,400.00	6					Do.
126014	Columbus and Starkville....	Mobile and Ohio R. R. Co...	25.52	55.58	1,418.40	21					
126015	Ruleville and Moorhead.....	Yazoo Delta Rwy. Co.....	20.34		600.00	6					Do.
126016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R. Co.	196.23	149.63	29,361.89	14					
126017	Clarksdale and Minter City.	Yazoo and Mississippi Valley R. R. Co.	39.49	43.61	1,722.16	6					
126018	Jackson and Greenwood	Illinois Central R. R. Co	98.14	71.82	7,048.41	7					
126019	Memphis, Tenn., and New Orleans, La.	Yazoo and Mississippi Valley R. R. Co.	457.11	144.50	66,052.39	28					
126020	Leland and Huntington.....	do	22.08	56.43	1,245.97	11.60					
126021	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R. Co.	251.65	154.76	38,945.35	15.06					
126022	Wilczinski and Rolling Fork	Yazoo and Mississippi Valley R. R. Co.	44.42	73.53	3,266.20	9.12					
126023	Durant and Tchula.....	Illinois Central R. R. Co	26.57	42.75	1,135.86	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSISSIPPI—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
126024	Aberdeen Junction (n. o.) and Aberdeen.	Kansas City, Memphis and Birmingham R. R. Co.	12.62	42.75	539.50	14					
126025	Lamont and Coahoma	Yazoo and Mississippi Valley R. R. Co.	75.57	74.39	5,621.65	7					
			3,241.04		438,353.44				47,821.60		
	TENNESSEE.										
127001	Nashville and Lebanon.....	Nashville, Chattanooga and St. Louis Rwy.	31.40	114.57	3,597.49	12					
127002	Bristol and Chattanooga	Southern Rwy. Co.....	242.08	219.74	53,194.65	20.08	241.80	50.00	12,090.00	2 lines 40 feet..	
127003	Rogersville and Bulls Gap ..	do	16.23	52.16	846.55	6					
127004	Nashville and Chattanooga..	Nashville, Chattanooga and St. Louis Rwy.	151.15	319.77	48,333.23	22.15	151.15	75.00	11,336.25	1 line 60 feet; 1 line 40 feet.	
127005	Bristol and Big Creek.....	Holston Valley Rwy. Co....	10.21		436.47	6					Agreement.
127006	Nashville, Tenn., and Decatur, Ala. / Decatur and Montgomery, Ala.	Louisville and Nashville R. R. Co.	121.80 / 182.37	228.29 / 182.63	61,111.95	18.52	304.17	25.00	7,604.25	1 line 40 feet ..	182.3 miles land grant.
127007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and St. Louis Rwy.	168.62	164.16	27,680.65	18.85					
127008	Knoxville and Jellico	Southern Rwy. Co.....	65.43	133.38	8,727.05	17.42					
127009	Bristol and Elizabethton....	Bristol, Elizabethton and North Carolina Rwy. Co.	22.64		700.00	6					Agreement.
127010	Tracy City and Cowan.....	Nashville, Chattanooga and St. Louis Rwy.	19.97	45.32	905.04	18					
127011	Ooltewah, Tenn., and Cohutta, Ga.	Southern Rwy. Co.....	11.83	153.90	1,820.63	19					
127012	Pikeville, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	57.57	55.58	3,199.74	6.99					
127013	Tullahoma and Bonair	do	68.96	70.97	4,894.09	11.27					
127014	Knoxville and Maryville....	Knoxville and Augusta R. R. Co.	17.00	42.75	726.75	6					
127015	Columbia and Decherd.....	Nashville, Chattanooga and St. Louis Rwy.	87.06	69.26	6,029.77	13.26					
127016	Dickson and Mannie	do	62.90	64.98	4,087.24	6					
127017	Columbia, Tenn., and Sheffield, Ala.	Nashville, Florence, and Sheffield Rwy. Co.	86.30	69.26	5,977.13	6					

121088	Doerun and Moultrie	Georgia Northern Rwy. Co. of Georgia.	14.05		400.00	6					Do.
			5,958.25		701,773.40				49,365.50		
	FLORIDA.										
123001	Fernandina and Tampa	Florida Central and Peninsular R. R. Co.	244.28	105.33	25,730.01	13.33					All land grant.
123002	Florala and Crestview	Yellow River R. R. Co	26.66		750.00	6					Agreement.
123003	Pensacola, Fla., and Flomaton, Ala.	Louisville and Nashville R. R. Co.	44.18	101.23	4,472.34	21					All land grant.
123004	Jacksonville, Tampa, and Key West Junction (n. o.) and New Smyrna.	Florida East Coast Rwy. Co.	28.03	42.75	1,198.28	12					
123005	Pensacola and Millview	Pensacola and Perdido R. R. Co.	8.53	42.75	364.65	6					
123006	Jacksonville and River Junction.	Florida Central and Peninsular R. R. Co.	208.67	102.60	21,409.54	14.63					Do.
123007	Sanford and Lakeland	Savannah, Florida and Western Rwy. Co.	83.13	177.84	14,783.83	17					
123008	Astor and Leesburg	St. Johns and Lake Eustis R. R. Co.	38.87	45.32	1,761.58	6					
123009	Thonotosassa and Tampa	Tampa and Thonotosassa R. R. Co.	14.78		400.00	6					Agreement.
123010	Sanford and Oviedo	Savannah, Florida and Western Rwy. Co.	18.11	42.75	774.20	6					
123011	Wildwood and Orlando	Florida Central and Peninsular R. R. Co.	54.32	70.97	3,855.09	10.50					
123012	Palatka and Brooksville	Florida Southern R. R. Co.	145.49	83.97	12,190.60	7					
123013	Tallahassee and St. Marks	Florida Central and Peninsular R. R. Co.	22.06	42.75	943.06	3					
123014	Fort Mason (n. o.) and Lanepark.	St. Johns and Lake Eustis R. R. Co.	9.48	42.75	405.27	7.26					
123015	Pensacola and River Junction.	Louisville and Nashville R. R. Co.	161.92	76.60	12,403.07	14					A llland grant.
123016	Jacksonville and Palm Beach	Florida East Coast Rwy. Co.	301.89	137.66	41,558.17	12.03	301.05	25.00	7,526.25	1 line 40 feet	
123017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern R. R. Co.	3.74	42.75	159.88	12					
123018	Jacksonville and Sanford	Plant Investment Co	124.30	206.06	25,613.25	17.32	124.24	25.00	3,106.00	1 line 40 feet	
123019	Waldo and Cedar Keys	Florida Central and Peninsular R. R. Co.	71.20	56.08	3,992.89	7					Do.
123020	Beresford and Deland	Plant Investment Co	5.17	55.58	287.34	21					
123021	Wahneta and Bartow	Savannah, Florida and Western Rwy. Co.	17.28	43.61	753.58	13					
123022	Rochelle and Gainesville	Florida Southern R. R. Co.	10.97	42.75	468.96	14					
123023	Morriston and Standard	Florida Central and Peninsular R. R. Co.	4.15	42.75	177.41	6					
123024	Lakeland and Bartow	Savannah, Florida and Western Rwy. Co.	13.87	89.78	1,245.24	13					
123025	Enterprise Junction (n. o.) and Titusville.	Florida East Coast Rwy. Co.	40.64	47.03	1,911.29	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KENTUCKY.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
129001	Elkton and Guthrie.....	Louisville and Nashville R. R. Co.	12.04	55.58	669.18	15.50					
129002	Cincinnati, Ohio, and Livingston, Ky.	do	154.46	159.89	24,696.60	13.36					
129003	Lagrange and Lexington....	Louisville and Nashville R. R. Co.	67.12	123.12	8,263.81	19					
129004	Cincinnati, Ohio, and Nashville, Tenn.	do	298.63	419.81	125,367.86	28.05	298.63	90.00	26,876.70	1 line 60 feet; 1 line 50 feet.	
129005	Richardson and Myrtle.....	Chesapeake and Ohio Rwy. Co.	8.39		358.67	6					Agreement.
129006	Bardstown Junction and Springfield.	Louisville and Nashville R. R. Co.	37.36	68.40	2,555.42	12					
129007	Lebanon Junction, Ky., and Jellico, Tenn.	do	171.37	155.61	26,666.88	15.05					
129008	Bowling Green, Ky., and Memphis, Tenn.	do	263.87	247.10	65,202.27	16.36	263.59	55.00	14,497.45	1 line 45 feet; 1 line 40 feet.	
129009	Louisville, Ky., and Memphis, Tenn.	Illinois Central R. R. Co	393.53	164.16	64,601.88	17.39					
129010	Cecilian and Hodgensville...	do	17.43	45.32	789.92	22.03					
129011	Glasgow Junction and Glasgow.	Louisville and Nashville R. R. Co.	10.97	70.11	769.10	13					
129012	Anchorage and Shelbyville..	do	19.64	62.42	1,225.92	12					
129013	Webbville and Greenup.....	Eastern Kentucky Rwy. Co.	36.73	51.30	1,884.24	6.71					
129014	Owensboro and Adairville...	Louisville and Nashville R. R. Co.	85.78	66.69	5,720.66	11.95					
129015	Maysville and Lexington....	do	68.81	76.10	5,236.44	14.51					
129016	Lexington and Ashland.....	Chesapeake and Ohio Rwy. Co.	123.70	131.67	16,287.57	17.66					
129017	Cincinnati Junction (n. o.) and Louisville.	Louisville and Nashville R. R. Co.	1.71	112.01	191.53	18					
129018	Elm Grove and Brookville ..	Brookville R. R. Co	10.36		442.89	6					Do.
129019	Johnson Junction and Hillsboro.	Covington, Flemingsburg and Ashland Rwy. Co.	17.12	44.46	761.15	11.69					
129020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy. Co.	337.90	309.51	104,583.42	20.39	337.90	80.00	27,032.00	2 lines 50 feet.	
129021	Evansville, Ind., and Henderson, Ky.	Louisville, Henderson and St. Louis Rwy. Co.	12.28		230.98	6					Lap over route 129059. Agreement.

129022	Mount Sterling and Rothwell.	Chesapeake and Ohio Rwy. Co.	19.91	42.75	851.15	6					
129023	Louisville and Prospect	Louisville and Nashville R. R. Co.	11.74	42.75	501.88	15					
129024	Lebanon and Greensburg	do	31.66	64.98	2,057.26	6					
129025	Huntington, W. Va., and Cincinnati, Ohio.	Chesapeake and Ohio Rwy. Co.	161.31	305.24	49,238.26	27.48	160.90	80.00	12,872.00	2 lines 50 feet.	
129026	Shelbyville and Bloomfield	Shelbyville and Bloomfield R. R. Co.	27.77	53.01	1,472.08	12					
129027	Ashland and Peach Orchard	Chesapeake and Ohio Rwy. Co.	52.10	70.11	3,652.73	6					
129028	Christiansburg and Shelbyville.	Louisville and Nashville R. R. Co.	8.90	132.53	1,179.51	13					
129029	Georgetown and Versailles	Southern Rwy. Co	17.72	42.75	757.53	12					
129030	Rowland and Richmond	Louisville and Nashville R. R. Co.	34.17	52.16	1,782.30	6					
129031	Madisonville and Providence	do	16.73	43.61	729.59	6					
129032	Lexington and Louisville	Chesapeake and Ohio Rwy. Co.									Without pay to June 30, 1900.
129033	Vacant.										
129034	Evansville, Ind., and Hopkinsville, Ky.	Illinois Central R. R. Co	130.65	83.79	10,947.16	6.24					
129035	Morganfield and Uniontown	do	6.94	42.75	296.68	12					
129036	Glasgow Junction and Mammoth Cave.	Mammoth Cave Rwy. Co	9.15	42.75	391.16	12					
129037	Corbin, Ky., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	47.58	134.24	6,387.13	13.47					
129038	Vacant.										
129039	Louisville and Lexington	Southern Rwy. Co	87.30	125.69	10,972.73	20.50					
129040	Louisville and West Point. / West Point and Henderson.	Louisville, Henderson and St. Louis Rwy. Co.	20.80 / 122.30	19.67 / 116.28	14,630.17	13.50					20.80 miles lap over 129009.
129041	Frankfort and Paris	Frankfort and Cincinnati Rwy. Co.	41.38	45.32	1,884.40	10.82					
129042	Owensboro and Horse Branch.	Illinois Central R. R. Co	41.86	47.88	2,004.25	12					
129043	Lawrenceburg and Burgin	Southern Rwy. Co	26.32	74.39	1,957.94	13					
129044	Irvington and Fordsville	Louisville, Henderson and St. Louis Rwy. Co.	41.12	43.61	1,793.24	6					
129045	Lexington and Jackson	Lexington and Eastern Rwy. Co.	93.77	72.68	6,815.20	7					
129046	Dempster Junction (n. o.) and Falls of Rough.	Louisville, Henderson and St. Louis Rwy. Co.	4.64	42.75	198.36	12					
129047	Paducah, Ky., and Lexington, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	119.77	94.05	11,264.36	9.06					
129048	Versailles and Irvine	Richmond, Nicholasville, Irvine and Beattyville R. R. Co.	62.97	53.87	3,392.19	6.85					
129049	Vacant.										
129050	Vacant.										
129051	Garrison and Carter	Chesapeake and Ohio Rwy. Co.	19.84	42.75	848.16	6					
129052	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KENTUCKY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
129053	Vacant.										
129054	Vacant.										
129055	Vacant.										
129056	Jellico, Tenn., and Halsey, Ky.	Jellico, Birdeye and Northern Rwy. Co.	7.50	42.75	320.62	7					
129057	Vacant.										
129058	Beattyville and Beattyville Junction (n. o.).	Beattyville and Cumberland Gap R. R. Co.	6.45	42.75	275.73	12					
129059	Evansville, Ind., and Nashville, Tenn.	Louisville and Nashville R. R. Co.	157.30	316.35	49,761.85	25.97	157.30	50.00	7,865.00	2 lines 40 feet.	
			3,579.05		642,870.01				89,143.15		
	OHIO.										
131001	Bellaire and Columbus	Baltimore and Ohio R. R. Co.	136.76	291.56	39,873.74	33.86	103.70	25.00	2,592.50	1 line 40 feet..	Bellaire to Newark.
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co.	468.63	757.32	354,902.87	30.24	175.07 293.56	275.00 250.00	121,534.25	5 lines 60 feet; 1 line 40 feet. 5 lines 60 feet.	Pittsburg, Pa., to Mansfield, Ohio. Mansfield, Ohio, to Chicago, Ill.
131003	Pittsburg, Pa., and Bellaire, Ohio.	do	94.85	192.38	18,247.24	27.32					
131004	Hudson and Columbus	Cleveland, Akron and Columbus Rwy. Co.	145.20	129.11	18,746.77	23.69					
131005	Cleveland and Leavittsburg.	Erie R. R. Co.	50.05	247.95	12,409.89	40	50.00	25.00	1,250.00	1 line 40 feet..	
131006	Cleveland and Wellsville	Pennsylvania Co.	101.25	259.07	26,230.83	29.59					
131007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy. Co.	75.08	2,036.61	152,908.67	36	74.20	375.00	27,825.00	7½ lines 60 feet.	
131008	Bayard and New Philadelphia.	Pennsylvania Co.	32.48	76.10	2,471.72	12					
131009	Cleveland and Zanesville	Cleveland, Canton and Southern R. R. Co.	144.18	109.44	15,779.05	16.12					
131010	Sandusky and Newark	Baltimore and Ohio R. R. Co.	116.15	269.33	31,282.67	16.48	87.00	25.00	2,175.00	1 line 40 feet..	Newark to Chicago.
131011	Xenia, Ohio, and Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co	57.57	219.74	12,650.43	29.02	57.57	150.00	8,635.50	3 lines 60 feet.	
131012	Springfield and Sandusky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy Co	131.00	123.98	16,241.38	15.48					
131013	Cleveland and Cincinnati	do	263 30	493.34	129,896.42	27.82	79.80 183.50	237.50 125.00	41,890.00	4 lines 60 feet; 1½ lines 40 feet. 2 lines 60 feet; 1 line 40 feet.	Cleveland to Galion. Galion to Cincinnati.

124044	Prattville Junction (n. o.) and Prattville.	do	10.22	42.75	436.90	12					
124045	Cardiff and Blossburg	Southern Rwy. Co	2.75	42.75	117.56	12					
124046	Vacant.										
124047	Gadsden and Attalla.....	Nashville, Chattanooga and St. Louis Rwy.	6.21	42.75	265.47	6					
124048	Lafayette and Opelika	Lafayette Rwy. Co.....	22.36		500.00	6					Agreement.
			2,957.28		368,182.94				47,777.50		
	MISSISSIPPI.										
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R. Co	554.22	226.58	125,575.16	18.17	554.22	80.00	44,337.60	2 lines 50 feet.	
126002	Memphis, Tenn., and Grenada, Miss.	do	99.42	110.30	10,966.02	14					
126003	Vicksburg and Jackson.....	Alabama and Vicksburg Rwy. Co.	43.45	177.84	21,427.74	7	139.36	25.00	3,484.00	1 line 40 feet..	Land grant.
	Jackson and Meridian		96.30	142.27							
126004	Mobile, Ala., and State Line (n. o.), Tenn.	Mobile and Ohio R. R. Co....	333.11	117.64	62,595.94	14					Do.
	State Line (n. o.), Tenn., and Cairo, Ill.		159.19	147.05							
126005	Greenville, Miss., and Birmingham, Ala.	Southern Rwy. Co	291.20	123.12	35,852.54	8					
126006	Helena, Ark., and Eaglesneat, Miss.	Yazoo and Mississippi Valley R. R. Co.	20.42	43.61	890.51	9.88					
126007	Muldon and Aberdeen	Mobile and Ohio R. R. Co ...	9.55	45.32	432.80	21					
126008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R. Co..	62.66	60.71	3,804.08	7					
126009	Durant and Aberdeen	Illinois Central R. R. Co	109.12	71.82	7,836.99	7					
126010	Natchez and Jackson	Yazoo and Mississippi Valley R. R. Co.	98.53	97.47	9,603.71	10.98					
126011	Philipp Junction (n. o.) and Philipp.	do	5.41		231.27	6					Agreement.
126012	Greenwood and Peete	Illinois Central R. R. Co	18.22	42.75	778.90	6					
126013	Hattiesburg and Gulfport...	Gulf and Ship Island R. R. Co.	70.50		1,400.00	6					Do.
126014	Columbus and Starkville....	Mobile and Ohio R. R. Co...	25.52	55.58	1,418.40	21					
126015	Ruleville and Moorhead.....	Yazoo Delta Rwy. Co.....	20.34		600.00	6					Do.
126016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R. Co.	196.23	149.63	29,361.89	14					
126017	Clarksdale and Minter City.	Yazoo and Mississippi Valley R. R. Co.	39.49	43.61	1,722.16	6					
126018	Jackson and Greenwood	Illinois Central R. R. Co	98.14	71.82	7,048.41	7					
126019	Memphis, Tenn., and New Orleans, La.	Yazoo and Mississippi Valley R. R. Co.	457.11	144.50	66,052.39	28					
126020	Leland and Huntington.....	do	22.08	56.43	1,245.97	11.60					
126021	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R. Co.	251.65	154.76	38,945.35	15.06					
126022	Wilczinski and Rolling Fork	Yazoo and Mississippi Valley R. R. Co.	44.42	73.53	3,266.20	9.12					
126023	Durant and Tchula.....	Illinois Central R. R. Co	26.57	42.75	1,135.86	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131036	Columbus and Athens	Hocking Valley Rwy. Co.	76.58	133.38	10,214.24	20.15					
131037	Niles and Lisbon	Erie R. R. Co	34.02	76.10	2,588.92	12					
131038	Newark and Shawnee	Baltimore and Ohio R. R. Co.	44.12	53.87	2,376.74	12					
131039	Delphos and Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	93.90	66.69	6,262.19	6					
131040	Marietta and Valley Junction (n. o.).	Cleveland and Marietta Rwy. Co.	111.38	81.23	9,047.39	10.14					
131041	Cleveland and Bridgeport	Cleveland, Lorain and Wheeling Rwy. Co.	162.01	108.59	17,592.66	18.51					
131042	Delaware and Springfield	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	49.80	65.84	3,278.83	12.32					
131043	Mansfield and Toledo	Pennsylvania Co	85.63	130.82	11,202.11	19	85.63	25.00	2,140.75	1 line 40 feet	
131044	Ashtabula, Ohio, and Mahoningtown, Pa.	do	78.50	86.36	6,779.26	13.60					
131045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.30	839.61	111,920.01	37.36	133.30	200.00	26,660.00	4 lines 60 feet	
131046	Painesville and Warren Warren and Youngstown	Pittsburg and Western Rwy. Co.	46.20 15.39	53.01 4.28	2,514.92	7.16					15.39 miles lap over 131076.
131047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R. Co.	278.83	382.19	106,566.03	29.32	278.65	50.00	13,932.50	2 lines 40 feet	
131048	Lore City and Cumberland.	Eastern Ohio R. R. Co	19.36	42.75	827.64	12					
131049	Marietta, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southwestern Rwy. Co.	13.84	107.73	1,490.98	27					
131050	Deshler and Findlay	Columbus, Findlay and Northern Rwy.	18.71	44.46	831.84	21.50					
131051	Columbus, Ohio, and Kenova, W. Va.	Norfolk and Western Rwy. Co.	139.03	141.93	19,732.52	20					
131052	Cincinnati and Portsmouth	Cincinnati, Portsmouth and Virginia R. R. Co.	106.94	83.79	8,960.50	12					
131053	Columbus and Toledo	Hocking Valley Rwy. Co.	122.70	136.80	16,785.36	21.28					
131054	Dayton and Ironton	Cincinnati, Hamilton and Dayton Rwy. Co.	168.96	66.69	11,267.94	10.09					
131055	Toledo and Thurston	Toledo and Ohio Central Rwy. Co.	148.17	77.81	11,529.10	12.11					
131056	St. Clairsville and Steel	Baltimore and Ohio R. R. Co.	6.93	47.03	325.91	12					

131057	Springfield, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	140.09	114.57	16,050.11	12					
131058	Wellston and Springfield	Ohio Southern R. R. Co	118.42	57.29	6,784.28	9.10					
131059	Vacant.										
131060	Columbia and Georgetown	Cincinnati, Georgetown and Portsmouth R. R. Co.	42.36	94.05	3,983.95	12.50					
131061	Toledo, Ohio, and East St. Louis, Ill.	Toledo, St. Louis and Kansas City R. R. Co.	450.10	93.20	41,949.32	15.75					
131062	Andover and Youngstown	Lake Shore and Michigan Southern Rwy. Co.	39.15	123.98	4,853.81	19					
131063	Bellaire and Zanesville	Bellaire, Zanesville and Cincinnati Rwy. Co.	112.44	71.82	8,075.44	11.08					
131064	Stewarts Junction (n. o.) and Sharpsburg.	Toledo and Ohio Central Extension R. R. Co.	8.50	42.75	363.37	9.64					
131065	Lodi and Wooster	Baltimore and Ohio R. R. Co.	19.09	42.75	816.09	6					
131066	Hillsboro and Sardinia	Hillsboro R. R. Co	19.42	42.75	830.20	6					
131067	Alliance and Bergholz	Ohio River and Lake Erie R. R. Co.	36.20	50.45	1,826.29	6					
131068	Columbus and Corning	Toledo and Ohio Central Rwy. Co.	65.33	118.85	7,764.47	15					
131069	Columbus and Alum Creek Junction (n. o.).	Columbus, Sandusky and Hocking R. R. Co.	5.80	74.39	3,531.23	10.44					Lap service over 131068.
	Alum Creek Junction (n. o.) and Thurston.		23.80	16.24							
	Thurston and South Zanesville.		35.30	74.39							
	South Zanesville and Zanesville.		2.76	31.63							Lap service over 131029.
131070	Tontogany and North Baltimore.	Bowling Green R. R. Co.	19.72	44.46	876.75	21					
131071	Columbus Junction (n. o.) and Peoria.	Detroit and Lima Northern Rwy. Co.	42.06		1,798.06	6					Agreement.
131072	Edison and Mount Gilead	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	2.67	49.59	132.40	24					
131073	Cleveland and Zoar Station	Cleveland Terminal and Valley R. R. Co.	77.18	128.25	9,898.33	23.70					
131074	Logan and Pomeroy	Hocking Valley Rwy. Co.	83.98	102.60	8,616.34	12					
131075	Addison Junction (n. o.), Mich. and Franklin, Ohio.	Cincinnati Northern R. R. Co.	186.81	84.65	15,813.46	12.36					
131076	Akron, Ohio, and Newcastle Junction (n. o.), Pa.	Pittsburg and Western Rwy. Co.	80.00	225.72	18,057.60	19.50	80.00	25.00	2,000.00	1 line 40 feet	
131077	Nelsonville and New Straitsville.	Hocking Valley Rwy. Co	19.80	53.01	1,049.59	12.78					
131078	Cincinnati and Lebanon	Cincinnati, Lebanon and Northern Rwy. Co.	31.22	76.10	2,375.84	19.08					
131079	Vacant.										
131080	Toledo and Steubenville	Wheeling and Lake Erie Rwy. Co.	224.12	76.10	17,055.53	7.90					
131081	Sedalia and Kingman	Ohio Southern R. R.	32.01		1,368.42	6					Do.
131082	St. Marys and Minster	Lake Erie and Western R. R. Co.	10.90	42.75	465.97	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131083	Means and Cadiz	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	8.17	74.39	607.76	27					
131084	Logan and New Straitsville.	Hocking Valley Rwy Co.	13.21	60.71	801.97	12					
131085	Fultonham and Buckeye Cottage.	Columbus, Sandusky and Hocking R. R. Co.	4.88	65.84	321.29	12					
131086	Alliance and Niles	Pennsylvania Co.	27.68	61.56	1,703.98	13					
131087	Lancaster Junction (n. o.) and South Bloomingville.	Columbus, Lancaster and Wellston Rwy. Co.	21.03		650.00	6					Agreement.
131088	Corning and Gallipolis	Kanawha and Michigan Rwy. Co.	78.18	85.50	6,256.89	13.39					
131089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis R. R. Co.	338.47	88.07	29,809.05	14.16					
131090	Marion, Ohio, and Chicago, Ill.	Chicago and Erie R. R. Co.	270.38	192.38	52,015.70	15.08	269.67	50.00	13,483.50	1 line 60 feet	
131091	Toledo and Columbus	Toledo and Ohio Central Rwy. Co.	132.16	128.25	16,949.52	25.65					
131092	Canton and Sherodsville	Cleveland, Canton and Southern R. R. Co.	48.25	61.56	2,970.27	15.25					
131093	New Galilee, Pa., and Lisbon, Ohio.	Pittsburg, Lisbon and Western Rwy.	25.24	65.84	1,661.80	12					
131094	Columbus and Midland	Baltimore and Ohio R. R. Co.	71.36	199.22	14,216.38	23.50					
131095	Buffalo, N. Y., and Elyria, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	208.10	1,756.17	948,331.80	41.75	208.10	450.00	184,515.00	9 lines 60 feet.	
	Elyria and Millbury		79.80				79.80	75.00		1½ lines 60 feet.	
	Millbury and Toledo		8.10				8.10	450.00		9 lines 60 feet.	
	Toledo, Ohio, and Elkhart, Ind.		142.80				142.80	250.00		5 lines 60 feet.	
	Elkhart, Ind., and Chicago, Ill.		101.20				101.20	450.00		9 lines 60 feet.	
131096	Marietta and Stewart Junction (n. o.).	Toledo and Ohio Central Extension R. R. Co.	26.27	43.61	1,145.63	12					
131097	St. Clairsville and Barton	St. Clairsville and Northern Rwy.	4.42	42.75	188.95	9					
131098	Salem and Washingtonville.	Salem R. R.	7.93	42.75	339.00	12					Do.
131099	Adelphi and Kingston	Marietta, Hocking and Northern Rwy. Co.	10.98	42.75	469.39	12					
131100	Zanesville and Marietta	Zanesville and Ohio River Rwy. Co.	75.16	87.21	6,554.70	12					

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131101	Danbury and Marblehead...	Lakeside and Marblehead R. R. Co.	7.00	42.75	299.25	12					
131102	Killbuck and Trinway.....	Cleveland, Akron and Columbus Rwy. Co.	34.12	42.75	1,458.63	6					
131103	Muskingum (n. o.) and Dillon.	Columbus, Sandusky and Hocking R. R. Co.	8.57	42.75	366.36	6					
131104	Vacant.										
131105	Findlay, Ohio, and Fort Wayne, Ind.	Findlay, Fort Wayne and Western Rwy. Co.	79.48	72.68	5,776.60	12					
131106	Blatchford and Brush Fork Junction (n. o.).	Hocking Valley Rwy. Co...	2.63	42.75	112.43	14.42					
131107	Loudonville Junction (n. o.) and Coshocton.	Pennsylvania Co.....	45.34	50.45	2,287.40	6					
131108	Hamilton and Middletown ..	Cincinnati and Dayton Rwy. Co.	14.60	42.75	624.15	12					
131109	Buckeye Cottage and Shawnee.	Columbus, Sandusky and Hocking R. R. Co.	30.96	60.71	1,879.58	12					
131110	Lima and Columbus Junction (n. o.).	Detroit and Lima Northern Rwy. Co.	15.01			6					Pay not fixed. Lap over 131123.
131111	Peoria and Columbus	do	35.46			6					Pay not fixed. Lap over 131091.
131112	Vacant.										
131113	Akron and Delphos	Lake Erie and Western R. R. Co.	162.02	64.98	10,528.05	6					
131114	Vacant.										
131115	Amesville and Palos (n. o.)..	Toledo and Ohio Central Extension R. R. Co.	12.13	53.01	643.01	12					
131116	Akron and Warwick..... / Warwick and Chicago	Baltimore and Ohio R. R. Co.	14.00 / 61.38	129.96 / 235.98	16,303.89	20	75.20	25.00	1,880.00	1 line 40 feet..	14 miles lap over 131004.
131117	Warrenton and Martins Ferry.	Wheeling and Lake Erie Rwy. Co.	7.68	74.39	571.31	12					
131118	Wooster and Millersburg....	Baltimore and Ohio R. R. Co.	19.34			6					Agreement.
131119	Vacant.										
131120	Vacant.										
131121	Sandusky and Columbus....	Columbus, Sandusky and Hocking R. R. Co.	110.30	66.69	7,355.90	13.03					
131122	Vacant.										
131123	Lima and Lima Junction (n. o.).	Ohio Southern R. R. Co	67.70	59.85	4,051.84	6					
131124	Vacant.										
131125	Vacant.										
131126	Vacant.										
131127	Vacant.										
131128	Vacant.										
131129	Vacant.										
131130	Vacant.										
131131	Vacant.										
131132	Vacant.										
131133	Vacant.										
131134	Vacant.										
131135	Vacant.										
131136	Vacant.										
131137	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131138	Lorain and Lester (n. o.)	Cleveland, Lorain and Wheeling Rwy. Co.	24.47	42.75	1,046.09	13.86					
131139	Pymatuning (n. o.), Pa., and Leavittsburg, Ohio.	Erie R. R. Co	28.25	46.17	1,304.30	12.72					
131140	Vacant.										
131141	Vacant.										
131142	Middletown and Hagerman Station (n. o.).	Middletown and Cincinnati R. R. Co.	11.91	42.75	509.15	9.68					
131143	Phalanx Station and Alliance.	Alliance and Northern R. R. Co.	25.84	76.10	1,966.42	12					
131144	Vacant.										
131145	Franklin and Cincinnati	Cincinnati Northern R. R. Co.	41.08			6					Agreement. Lap over 131013, 131142, and 131078.
131146	Coalgate and Snow Fork Junction (n. o.).	Hocking Valley Rwy. Co.	8.49	42.75	362.94	6					
			11,431.95		3,696,698.82				799,009.10		
	INDIANA.										
133001	Indianapolis and Vincennes.	Pennsylvania Co	117.87	101.75	11,993.27	13					
133002	Indianapolis, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R. Co.	238.59	1,004.63	239,694.67	58.09	238.59	400.00	95,436.00	8 lines 60 feet.	
133003	Cincinnati, Ohio, and Kankakee, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	250.28	476.03	119,140.79	33.02	249.60	125.00	31,200.00	2 lines 60 feet; 1 line 40 feet.	
133004	Indianapolis and Michigan City.	Lake Erie and Western R. R. Co.	161.31	91.49	14,758.25	15.20					
133005	Vacant.										
133006	Columbus and Madison	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	45.48	88.07	4,005.41	13					
133007	Louisville, Ky., and Indianapolis, Ind.	do	111.44	199.22	22,201.07	29.20					
133008	Louisville Junction (n. o.), Ind., and Chicago, Ill.	Chicago, Indianapolis and Louisville Rwy. Co.	317.20	218.03	69,159.11	15.34	228.60 88.60	25.00 75.00	12,360.00	1 line 40 feet.. 1 line 60 feet; 1 line 40 feet.	Louisville Junction (n. o.) to Monon. Monon to Chicago.
133009	Greensburg and Westport... Westport and Bedford.....	Southern Indiana Rwy. Co.	13.64 64.25	13.68 61.56	4,141.82	6					13.64 miles lap over route 133022.

133010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio Southwestern Rwy. Co.	338.95	545.49	184,893.83	33.15	338.95	150.00	50,842.50	3 lines 60 feet.	
133011	Cambridge City and Columbus.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	63.51	78.66	4,995.69	6					
133012	Evansville and Terre Haute.	Evansville and Terre Haute R. R. Co.	109.00	243.68	26,561.12	26	109.00	40.00	4,360.00	1 line 50 fee ..	
133013	Terre Haute and South Bend.	Terre Haute and Logansport Rwy. Co.	182.70	137.66	25,150.48	13.62					
133014	Effner, Ill., and Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	60.97	118.85	7,246.28	19.43					
133015	St. Joseph, Mich., and South Bend, Ind.	St. Joseph, South Bend and Southern R. R. Co.	40.28	76.95	3,099.54	13.62					
133016	Fairland and Martinsville .	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	38.25	43.61	1,668.08	6					
133017	Bradford, Ohio, and Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	114.52	152.19	17,428.79	26					
133018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	211.47	198.36	41,947.18	23.30	211.47	40.00	8,458.80	1 line 50 feet ..	
133019	Louisville, Ky., and North Vernon, Ind.	Baltimore and Ohio Southwestern Rwy. Co.	57.69	189.81	10,950.13	28.50					
133020	Fort Wayne and Connersville.	Lake Erie and Western R. R. Co.	109.81	97.47	10,703.18	13					
133021	Richmond and Fort Wayne .	Grand Rapids and Indiana Rwy. Co.	91.65	141.08	12,929.98	20					
133022	Benton Harbor, Mich., and North Vernon, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	249.53	117.14	29,229.94	13.54					
133023	Vacant.										
133024	Vacant.										
133025	Indianapolis, Ind., and East St. Louis, Ill.	do	262.00	286.43	75,044.66	26.87	255.70 6.30	100.00 25.00	25,727.50	2 lines 60 feet . ½ line 60 feet ..	Indianapolis to Granite. Granite to East St. Louis.
133026	Vacant.										
133027	Detroit, Mich., and Chicago, Ill.	Wabash R. R. Co.....	271.63	126.54	34,372.06	18.71					
133028	Vacant.										
133029	Vacant.										
133030	Terre Haute and Evansville.	Evansville and Indianapolis R. R. Co.	138.12	76.95	10,628.33	8.80					
133031	Vacant.										
133032	Evansville and Jasper	Louisville, Evansville and St. Louis Consolidated R. R. Co.	54.37	130.82	7,112.68	18					
133033	Vacant.										
133034	Rockport and Rockport Junction (n. o.)	do	16.39	66.69	1,093.04	20					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIANA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
133035	New Salisbury and Corydon.	Louisville, New Albany and Corydon R. R. Co.	8.07	60.71	489.92	19					
133036	Switz City and Bedford	Chicago, Indianapolis and Louisville Rwy. Co.	41.40	46.17	1,911.43	6					
133037	Anderson and Waveland....	Chicago and Southeastern Rwy. Co.	76.63	47.88	3,669.04	6					
133038	Indianapolis and Michigan City.	Chicago, Indianapolis and Louisville Rwy. Co.	154.49	167.58	25,889.42	12.77	94.90	50.00	4,745.00	1 line 60 feet..	Indianapolis to Monon.
133039	Fort Branch and Mount Vernon.	Evansville and Terre Haute R. R. Co.	38.79	55.58	2,155.94	12					
133040	Chili and Logansport	Wabash R. R. Co.....	21.13	42.75	903.30	6					
133041	Stewartsville and New Harmony.	Peoria, Decatur and Evansville Rwy. Co.	7.39	45.32	334.91	12					
133042	Newcastle and Rushville....	Lake Erie and Western R. R. Co.	25.04	67.55	1,691.45	12					
133043	Vacant.										
133044	Vacant.										
133045	Lawrenceburg Junction (n. o.) and Aurora.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	6.50	42.75	277.87	20.40					
133046	Vacant.										
133047	Attica and Covington	Wabash R. R. Co.....	15.12	42.75	646.38	18					
133048	Louisville, Ky., and Mount Carmel, Ill.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	121.62	176.99	21,525.52	17.63					
133049	Greensburg and Columbus..	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	26.69	44.46	1,186.63	9					
133050	Elnora and Bedford	Southern Indiana Rwy. Co..	38.89	64.13	2,494.02	6					
133051	Orleans and Frenchlick	Chicago, Indianapolis and Louisville Rwy. Co.	18.13	59.00	1,069.67	13					
133052	Lincoln City and Cannelton.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	22.74	70.97	1,613.85	14.54					
133053	Brazil and Saline City	Evansville and Indianapolis R. R. Co.	12.42	42.75	530.95	6					
133054	Montpelier Ohio, and Peru, Ind.	Wabash R. R. Co.....	99.40	80.37	7,988.77	13					

133055	Cambridge City, Ind., and Valley Junction (n. o.), Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	63.76	66.09	4,252.15	12					
133056	Jeffersonville and Watson	Baltimore and Ohio Southwestern Rwy. Co.	7.25	44.46	322.33	18.50					
133057	Momence, Ill., and Brazil, Ind.	Chicago and Eastern Illinois R. R. Co.	131.19	68.40	8,973.39	6.11					
133058	Goshen, Ind., and Findley, Mich.	Lake Shore and Michigan Southern Rwy. Co.	36.58	62.42	2,283.32	12					
133059	North Vernon and Watson Watson and Jeffersonville Jeffersonville and Louisville.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	46.76 5.70 3.33	17.10 75.24 109.44	1,592.88	9.82					46.76 miles lap over 133019. 5.70 miles lap over 133056.
133060	Evansville and Newburg	Evansville, Suburban, and Newburg Rwy. Co.	10.95	42.75	468.11	12					
133061	Waveland and Sandcreek (n. o.) Sandcreek (n. o.) and Brazil	Chicago and Southeastern Rwy. Co.	10.49 22.50	1.71 42.75	979.80	6					10.49 miles lap over 133013.
133062	New Albany, Ind., and Louisville, Ky.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co	6.37	68.40	435.70	54.92					
133063	Jeffersonville Junction (n. o.) and Jeffersonville	do	1.85	44.46	82.25	25					
133064	Vacant.										
133065	Kokomo and Indianapolis	do	54.89	38.47	2,111.61	13.50					Lap over 133004.
133066	Vacant.										
133067	Brazil and Centerpoint	Terre Haute and Indianapolis R. R. Co.	11.14	42.75	476.23	6					
133068	Vacant.										
133069	Bedford and Oolitic	Bedford Belt Rwy. Co.	5.52		132.00	6					Agreement.
			4,883.63		1,086,638.22				233,129.80		
	ILLINOIS.										
135001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy. Co.	85.00	446.31	37,936.35	46.02	85.00	120.00	10,200.00	3 lines 50 feet.	
135002	Chicago and Freeport	do	120.90	224.01	27,082.80	26.83	120.90	40.00	4,836.00	1 line 50 feet	Chicago, Ill., to Cedar Rapids, Iowa.
135003	Chicago, Ill., and Cedar Rapids, Iowa. Cedar Rapids and Union Pacific Transfer (n. o.), Iowa.	do	219.40 270.50	452.30 361.84	197,112.34	26.96	219.40 247.70 22.80	157.50 137.50 212.50	73,459.25	2½ lines 60 feet; ½ line 50 feet; ½ line 40 feet. 2 lines 60 feet; 1½ lines 40 feet. 3 lines 60 feet; 2½ lines 40 feet.	Cedar Rapids to Missouri Valley. Missouri Valley to U. P. Transfer (n. o.). Land grant, Cedar Rapids to U. P. Transfer, 270.50 miles.
135004	Fox River Switch (n. o.), Ill., and Lake Geneva, Wis.	do	45.45	85.50	3,885.97	24.30					
135005	Rock Island and East St. Louis.	Chicago, Burlington and Quincy R. R. Co.	246.90	186.39	46,019.69	13.91	246.90	25.00	6,172.50	1 line 40 feet	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135006	Sidell and Olney	Indiana, Decatur and Western Rwy. Co.	86.18	46.17	3,978.93	7.82					
135007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R. Co.	205.82	1,399.64	288,073.90	50.12	162.44 43.38	300.00 250.00	59,577.00	6 lines 60 feet. 5 lines 60 feet.	Chicago to Galesburg. Galesburg, Ill., to Burlington, Iowa.
135008	Rushville and Yates City	do	63.36	107.73	6,825.77	12					
135009	Peoria and Rio	do	65.21	159.03	10,370.34	20.24					
135010	Galesburg and Quincy	do	100.58	336.87	33,882.38	33	100.17	90.00	9,015.30	1 line 50 feet and 1 line 60 feet.	
135011	Burlington, Iowa, and Quincy, Ill.	do	72.18	65.84	4,752.33	10.70					
135012	Streator and Aurora	do	60.52	129.11	7,813.73	12					
135013	Mendota and Fulton	do	66.12	82.94	5,483.99	9.15					
135014	Sterling and Shabbona	do	47.87	61.56	2,946.87	6					
135015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy. Co.	182.78	390.74	71,419.45	38.30	182.66	100.00	18,266.00	2 lines 60 feet.	
135016	Bureau and Peoria	do	47.06	153.90	7,242.53	14					
135017	Chicago and East St. Louis	Chicago and Alton R. R. Co.	280.46	365.94	102,631.53	34.78	280.46	125.00	35,057.50	2 lines 60 and 1 line 40 feet.	
135018	Bloomington and Roodhouse	do	110.95	135.95	15,083.65	21.43					
135019	Washington and Dwight	do	68.10	53.87	3,668.54	9.10					
135020	Chicago and Cairo	Illinois Central R. R. Co	364.80	321.48	117,275.90	27.97	54.49 196.43 112.62	225.00 100.00 75.00	40,349.75	3 lines 40 and 3 lines 60 ft. 2 lines 40 and 1 line 60 feet. 1 line 60 and 1 line 40 feet.	Chicago (Central Station) to Kankakee. Kankakee to Centralia. Centralia to Cairo. All land grant.
135021	Dubuque, Iowa, and Centralia, Ill.	do	344.40	147.74	50,881.65	15.54	68.81 275.48	90.00 25.00	13,079.90	2 lines 40 and 1 line 50 feet. 1 line 40 feet.	Dubuque, Iowa, to Freeport, Ill. Freeport to Centralia. All land grant.
135022	Joliet and Lake Station	Michigan Central R. R. Co.	45.20	42.75	1,932.30	6					
135023	Vacant.										
135024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy. Co.	248.10	90.63	22,485.30	11.34					

135025	Hannibal, Mo., and Bluffs, Ill	Wabash R. R. Co	50.91	117.99	6,006.87	20				
135026	Effingham, Ill., and Switz City, Ind.	St. Louis, Indianapolis and Eastern R. R. Co.	91.37	42.75	3,906.06	6				
135027	Effner, Ill., and Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co	228.71	114.57	25,630.45	13.82				
135028	Beechwood and Mound City	Illinois Central R. R. Co	3.36	42.75	143.64	14				
135029	Champaign and Havana	do	101.47	59.00	5,986.73	14.02				
135030	East St. Louis and Eldorado	do	121.65	160.74	19,554.02	13.72				
135031	Vacant.									
135032	East St. Louis, Ill., and Evansville, Ind.	Louisville and Nashville R. R. Co.	161.90	273.60	44,295.84	20.54	161.90	50.00	8,095.00	2 lines 40 feet.
135033	Beardstown and Shawneetown.	Baltimore and Ohio Southwestern Rwy. Co.	228.45	70.97	16,218.09	15.32				
135034	Springfield and Gilman	Illinois Central R. R. Co	112.27	84.65	9,503.65	16.21				
135035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	1,168.79	99,802.97	46.36	85.39	290.00	24,763.10	1 line 50 feet and 5 lines 60 feet.
135036	Aurora and Forreston	Chicago, Burlington and Quincy R. R. Co.	79.58	145.35	11,566.95	16.63				
135037	Vincennes, Ind., and St. Francisville, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	11.37	70.11	797.15	20				
135038	Havana and Jacksonville	Chicago, Peoria and St. Louis R. R. Co.	42.29	66.69	2,820.32	12				
135039	Carbondale, Ill., and Cape Girardeau, Mo.	Illinois Central R. R. Co	58.43	71.82	4,196.44	14				
135040	Peoria and Rock Island	Rock Island and Peoria Rwy. Co.	91.00	98.33	8,948.03	12				
135041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R. Co.	19.12	134.24	2,566.66	24.46				
135042	Chicago, Ill., and Terre Haute, Ind.	Chicago and Eastern Illinois R. R. Co.	178.59	230.00	41,075.70	27.29	178.59	40.00	7,143.60	1 line 50 feet.
135043	Streator and Fairbury	Wabash R. R. Co	31.98	42.75	1,367.14	9				
135044	Danville and Shelbyville	Chicago and Eastern Illinois R. R. Co.	91.53	68.40	6,260.65	6				
135045	Pinckneyville, Ill., and Paducah, Ky.	Illinois Central R. R. Co	103.88	110.30	11,457.97	10.61				
135046	Jacksonville and Centralia	Jacksonville and St. Louis Rwy. Co.	111.46	61.56	6,861.47	6.29				
135047	Shelbyville and St. Elmo	Chicago and Eastern Illinois R. R. Co.	30.85	42.75	1,318.83	6				
135048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Indianapolis R. R. Co.	175.05	74.39	13,021.96	10.59				
135049	Peoria and Springfield	Chicago, Peoria and St. Louis R. R. Co.	88.59	110.30	9,771.48	12.42				
135050	Danville and Cairo	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	259.90	114.57	29,776.74	10.82				
135051	Ancona and Pekin	Atchison, Topeka and Santa Fe Rwy. Co.	58.41	58.14	3,395.95	6				
135052	Cortland and Sycamore	Chicago and Northwestern Rwy. Co.	5.10	42.75	218.02	7				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135053	East St. Louis and Cairo....	Mobile and Ohio R. R. Co....	152.40	162.45	24,757.88	12.12					
135054	Chicago and Kittredge (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	116.64	260.78	30,417.37	23.11	116.64	50.00	5,832.00	2 lines 40 feet..	
135055	Decatur, Ill., and Indianapolis, Ind.	Indiana, Decatur and Western Rwy. Co.	152.50	132.53	20,210.82	11.36					
135056	Geneva and Aurora.....	Chicago and Northwestern Rwy. Co.	10.34	68.40	707.25	33					
135057	Rochelle and Rockford.....	Chicago, Burlington and Quincy R. R. Co.	26.42	62.42	1,649.13	12					
135058	West Lebanon, Ind., and Leroy, Ill.	Illinois Central R. R. Co	74.83	45.32	3,391.29	6					
135059	Rock Island and Cable.....	Rock Island and Peoria Rwy. Co.	27.05	53.01	1,433.91	12					
135060	Barnett and Kampsville	Quincy, Carrollton and St. Louis Rwy. Co.	51.70	49.59	2,563.80	6					
135061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.).	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	4.20	64.98	272.91	33					
135062	Kankakee and Bloomington.	Illinois Central R. R. Co	85.38	51.30	4,379.99	8.42					
135063	Shumway and Altamont....	Wabash R. R. Co	10.58	42.75	452.29	6					
135064	Kempton and Kankakee Junction (n. o.).	Illinois Central R. R. Co	43.01	42.75	1,838.67	6					
135065	Sidney and Champaign	Wabash R. R. Co	12.14	42.75	518.98	7.71					
135066	Chicago and Effingham	do	214.16	118.85	25,452.91	17.13					
135067	Havana and Galesburg.....	Fulton County Narrow Gauge Rwy. Co.	60.42	62.42	3,771.41	6					
135068	Peoria, Ill., and Oskaloosa, Iowa.	Iowa Central Rwy. Co	189.50	89.78	17,013.31	6.65	20.10	25.00	502.50	1 line 40 feet..	Hedrick and Oskaloosa.
135069	Kankakee and Seneca.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	42.85	42.75	1,831.83	6					
135070	Galva and Gladstone.....	Chicago, Burlington and Quincy R. R. Co.	74.47	75.24	5,603.12	11.54					
135071	Aurora and West Chicago..	do	13.06	42.75	558.31	6					
135072	Elmwood and Buda	do	44.93	82.06	3,687.85	12.89					
135073	Oregon, Ill., and Minneapolis, Minn.	do	344.01	134.24	46,179.90	13.30					
135074	Varna and Lacon	Chicago and Alton R. R. Co.	10.13	42.75	433.05	12					

135075	Mayaville and Pittsfield	Wabash R. R. Co	7.43	69.26	514.59	26					
135076	La Harpe, Ill., and Burlington, Iowa.	Toledo, Peoria and Western Rwy. Co.	19.70	47.88	943.23	12					
135077	Whiteheath and Decatur	Illinois Central R. R. Co	31.15	50.45	1,571.51	6					
135078	McLeansboro and Shawnee town.	Louisville and Nashville R. R. Co.	41.51	48.74	2,023.19	12					
135079	Fall Creek, Ill., and Louisiana, Mo.	Chicago, Burlington and Quincy R. R. Co.	31.53	48.74	1,536.77	6					
135080	Wellington and Cissna Park.	Chicago and Eastern Illinois R. R. Co.	12.82	44.46	569.97	12					
135081	Clayton, Ill., and Keokuk, Iowa.	Wabash R. R. Co	42.30	65.84	3,785.03	13					
135082	Streator, Ill., and South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	152.38	129.96	19,803.30	6.83					
135083	Springfield and Granite	St. Louis, Chicago and St. Paul Rwy. Co. of Illinois.	102.98	72.68	7,484.58	8.06					
135084	Sterling and Barstow	Chicago, Burlington and Quincy R. R. Co.	40.67	90.63	3,685.92	6					
135085	Harrison Station (n. o.) and Murphysboro.	Illinois Central R. R. Co	2.46	46.17	113.57	13					
135086	Buckingham and Clark City	do	9.11	42.75	389.45	6					
135087	Caledonia and Spring Valley	Chicago and Northwestern Rwy. Co.	86.74	47.03	4,079.38	8.50					
135088	Mount Carmel and East St. Louis.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	149.41	153.05	22,867.20	14.83					
135089	Chicago, Ill., and Rugby Junction (n. o.), Wis.	Wisconsin Central Co	117.61	151.34	17,799.09	26.06					
135090	Savanna and Fulton	Chicago, Burlington and Quincy R. R. Co.	18.26	107.73	1,967.14	12					
135091	Galewood and Dunning	Chicago, Milwaukee and St. Paul Rwy. Co.	2.67	42.75	114.14	12					
135092	Galena and Galena Junction (n. o.).	Chicago, Burlington and Quincy R. R. Co.	3.67	42.75	156.89	12					
135093	Salem and Centralia	Centralia and Chester R. R. Co.	14.49		350.00	6					Agreement.
135094	Geneva and St. Charles	Chicago and Northwestern Rwy. Co.	3.28	51.30	168.26	18					
135095	Chicago, Ill., and Aiken	Chicago Great Western Rwy. Co.	156.40	131.67	20,945.58	17.58					
	Aiken and a point 0.07 mile southeast of Portage curve.		1.85	32.49							1.85 miles lap over 135073.
	Point 0.07 mile southeast of Portage curve and west end of the Dunleith and Dubuque Bridge Company's track.		13.82	19.15							13.82 miles and grant, and lap over 135021.
	West end of said bridge company's track and Dubuque, Iowa.		.21	131.67							
135096	Rockford and Rockton	Chicago, Milwaukee and St. Paul Rwy. Co.	15.80	97.47	1,540.02	21					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135097	Evansville and Chester.....	Centralia and Chester R. R. Co.	19.25		500.00	6					Agreement.
135098	Chicago, Ill., and Kansas City, Mo.	Atchison, Topeka and Santa Fe Rwy. Co.	454.25	224.01	101,756.54	23.44	454.25	40.00	18,170.00	1 line 50 feet.	
135099	Rondout and Libertyville...	Chicago, Milwaukee and St. Paul Rwy. Co.	3.27	42.75	139.79	12					
135100	Millstadt Junction (n. o.) and Millstadt.	Mobile and Ohio R. R. Co.	7.27	42.75	310.79	13					
135101	Buffalo and Mechanicsburg.	Mechanicsburg and Buffalo Rwy. Co.	3.62	42.75	154.75	6					
135102	Streator and Walnut.....	Chicago, Burlington and Quincy R. R. Co.	60.06	42.75	2,567.56	8.60					
135103	Freeport, Ill., and Madison, Wis.	Illinois Central R. R. Co....	61.59	82.08	5,055.30	7.60					
135104	Redoak, Ill., and Dodgeville, Wis.	do.....	57.59	64.98	3,742.19	9.54					
135105	Chicago and Freeport.....	do.....	113.14	215.46	24,377.14	28.37	113.14	25.00	2,828.50	1 line 40 feet..	
135106	Evansville and Centralia....	Centralia and Chester R. R. Co.	62.16	53.01	3,295.10	12					
135107	South Addison (n. o.) and Addison.	Illinois Central R. R. Co....	1.98	42.75	84.64	12					
135108	Joliet and Aurora	Elgin, Joliet and Eastern Rwy. Co.	23.09	42.75	987.09	12					
135109	Lock Haven (n. o.) and Grafton.	St. Louis, Chicago and St. Paul Rwy. Co. of Illinois.	8.61	47.03	404.92	12					
135110	Wataga and Etherly.....	Galesburg and Great Eastern Rwy. Co.	12.00		130.00	6					Do.
135111	South Englewood (Station C, Chicago P. O.) and Blue Island.	Chicago, Rock Island and Pacific Rwy. Co.	6.79	42.75	290.27	19.12					
135112	Springfield and Peoria.....	St. Louis, Peoria and Northern Rwy. Co.	63.79		1,400.00	6					Do.
135113	Vacant.										
135114	Mount Vernon and Chester.	Wabash, Chester and Western R. R. Co.	65.63	86.36	5,667.80	12					
135115	Vacant.										
135116	Vacant.										

135117	Greenville and Durley	Jacksonville and St. Louis Rwy. Co.	4.20	42.75	179.55	12					
135118	Mount Vernon and Marion	Chicago and Eastern Illinois R. R. Co.	41.71	46.17	1,925.74	6					
135119	Rockford and Davis Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	11.85	12.82	151.91	18					Lap over 135057.
135120	Vacant.										
135121	Vacant.										
135122	Hamilton and Warsaw	Toledo, Peoria and Western Rwy. Co.	6.26	42.75	267.61	6					
135123	Vacant.										
135124	Edwardsville Junction (n.o.) and Edwardsville.	Wabash R. R. Co	2.14	51.30	109.78	31					
135125	Vacant.										
135126	Auburn and Pawnee	Pawnee R. R. Co	9.73	42.75	415.95	6					
135127	Litchfield and Barnett	Quincy, Carrollton and St. Louis Rwy. Co.	6.70	13.68	91.65	6					Lap over 135046.
135128	Sixty seventh street, Chicago, and South Chicago.	Illinois Central R. R. Co	4.51	71.82	323.90	6					
135129	Blue Island Junction (n. o.) and West Pullman.	do	1.83	42.75	78.23	6					
135130	Rossville Junction (n. o.) and Sidell.	Chicago and Eastern Illinois R. R. Co.	35.28	42.75	1,508.22	6					
135131	Washington and Peoria	Chicago and Alton R. R. Co	11.50	13.68	157.32	6					Lap over 135027.
135132	Springfield and Litchfield	St. Louis, Peoria and Northern Rwy. Co.	45.03	44.46	2,002.03	6					
135133	Preemption and Sherrard	Rock Island and Peoria Rwy. Co.	4.72	42.75	201.78	6					
135134	Decatur and Quincy	Wabash R. R. Co	151.30	160.74	24,319.96	14.78					
135135	St. Elmo and Mount Vernon.	Chicago and Eastern Illinois R. R. Co.	51.10		901.40	6					Agreement.
			10,316.37		1,947,284.22				337,847.90		
	MICHIGAN.										
137001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	233.42	14,822.17	20					
137002	Monroe and Adrian	do	34.75	105.17	3,654.65	15.85					
137003	Adrian and Jackson	do	46.80	114.57	5,361.87	12					
137004	White Pigeon and Grand Rapids.	do	95.08	145.35	13,819.87	12					
137005	Jonesville and Lansing	do	60.00	69.08	4,144.80	12					Land grant.
137006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. Co	284.33	517.28	147,078.22	47.11	228.16 56.17	135.00 95.00	36,137.75	1 line 50 feet; 1 line 55 feet at $45; 1 line 60 feet. 1 line 55 feet at $45; 1 line 60 feet.	Detroit, Mich., to Michigan City, Ind. Michigan City, Ind., to Chicago, Ill.
137007	Kalamazoo and South Haven	do	39.84	95.76	3,815.07	12					
137008	Jackson and Niles	do	104.23	117.14	12,209.50	12.99					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MICHIGAN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
137009	Jackson and Lansing Lansing and Bay City	Michigan Central R. R. Co.	36.92 78.82	158.18 126.55	15,814.67	20.46					78.82 miles, Lansing to Bay City, land grant.
137010	Jackson and Grand Rapids	do	94.49	188.96	17,854.83	26					
137011	Slocum Junction (n. o.) and Grosse Ile.	do	2.45	42.75	104.73	12					
137012	Niles, Mich., and South Bend, Ind.	do	12.36	42.75	528.39	12					
137013	Detroit and Bay City Bay City and Mackinaw	do	108.94 182.59	188.96 151.16	48,185.60	16.86					182.59 miles, Bay City to Mackinaw, land grant.
137014	Saginaw West Side and Caro.	do	34.46	177.84	6,128.36	24.82					
137015	Monroe and Flint Flint and Ludington	Flint and Pere Marquette R. R. Co.	83.38 171.35	170.15 186.12	37,511.26	17.13	82.01	30.00	2,460.30	1 line 45 feet.	Plymouth Junction to Saginaw East side. Flint to Ludington, 171.35 miles, land grant.
137016	Staunton Junction (n. o.) and Big Rapids.	Detroit, Grand Rapids and Western R. R. Co.	64.00	111.15	7,113.60	12					
137017	Detroit and Delray Delray and Redford Junction (n. o.). Redford Junction (n. o.) and Howard City.	do	4.60 8.44 153.36	174.42 57.29 174.42	28,034.90	16.61					8.44 miles, Delray to Redford Junction (n. o.), lap over 137102.
137018	Fort Wayne, Ind., and Petoskey, Mich. Petoskey and Mackinaw	Grand Rapids and Indiana Rwy Co.	332.21 35.82	119.69 149.62	45,121.59	16.62					332.21 miles, Fort Wayne, Ind., to Petoskey, Mich., land grant.
137019	Toledo and Dundee Dundee and Allegan	Cincinnati Northern R. R. Co.	23.00 133.92	10.26 72.68	9,969.28	8.25					23 miles, Toledo to Dundee, lap over 137020.
137020	Toledo, Ohio, and Frankfort, Mich.	Ann Arbor R. R. Co	294.60	129.96	38,286.22	9.96					
137021	Grand Rapids, Mich., and Lacrosse, Ind.	Chicago and West Michigan Rwy. Co.	152.93	180.41	27,590.10	16.77					

137022	Big Rapids and Holland	do	91.63	88.07	8,069.85	19.71					
137023	Allegan and Holland	do	24.62	76.95	1,894.50	12					
137024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy. Co.	62.68	70.11	4,394.49	6					
137025	Saginaw East Side and Port Huron.	Flint and Pere Marquette R. R Co.	90.54	84.65	7,664.21	12					
137026	Grand Rapids and Petoskey.	Chicago and West Michigan Rwy. Co	226.44	130.82	29,622.88	10.22					
137027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy. Co.	189.07	165.02	31,200.33	24.18					
137028	Detroit and Port Huron	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	59.21	183.83	10,884.57	31					
137029	Jackson and Fort Wayne	Lake Shore and Michigan Southern Rwy. Co.	99.40	87.21	8,668.67	12					
137030	Vacant.										
137031	Emery Junction (n. o.) and Bay City.	Detroit and Mackinac Rwy. Co.	48.97	135.95	6,657.47	13					
137032	Stager (n. o.) and Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	42.75	407.40	13					
137033	Lenox and Jackson	Michigan Air Line Rwy. Co.	108.01	72.68	7,704.80	6.8					
137034	Walton and Traverse City	Grand Rapids and Indiana Rwy. Co.	26.37	57.29	1,510.73	12					
137035	Toledo and Detroit	Michigan Central R. R. Co.	58.99	291.56	17,199.12	27.07	58.99	85.00	5,014.15	1 line 50 feet and 1 line 55 feet.	
137036	Trenton and Dundee	Detroit and Lima Northern Rwy. Co.	27.41	72.68	1,992.16	6					
137037	St. Clair and Lenox	Michigan Central R. R. Co.	15.78	68.40	1,079.35	12					
137038	Southrogers and Hawks	Detroit and Mackinac Rwy. Co.	3.44	42.75	147.06	6					
137039	Port Huron, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy. Co.	336.18	240.26	80,770.60	26.62	333.94	25.00	8,348.50	1 line 40 feet.	
137040	Marquette and L'Anse L'Anse and Houghton	Duluth, South Shore and Atlantic Rwy. Co.	62.96 31.86	121.07 151.34	12,444.25	18.75					63.96 miles, Marquette to L'Anse, land grant.
137041	Saginaw East Side and Howard.	Detroit, Grand Rapids and Western R. R. Co.	80.85	94.05	7,603.94	12					
137042	Port Huron and Grindstone City.	Flint and Pere Marquette R. R. Co.	93.45	100.04	9,348.78	12					
137043	Coleman and Mount Pleasant.	do	15.12	54.72	827.36	18					
137044	Clare and Harrison	do	17.37	42.75	742.56	6					
137045	Manistee Junction and Manistee.	do	27.15	115.43	3,133.92	12					
137046	Mears and Hart	Chicago and West Michigan Rwy. Co.	4.02	51.30	206.22	12					
137047	Flint and Fostoria	Flint and Pere Marquette R. R. Co.	24.45	42.75	1,045.23	6					
137048	Saginaw East Side and Bay City.	do	12.57	106.88	1,343.48	38					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MICHIGAN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
137049	Saginaw East Side and Saginaw West Side.	Flint and Pere Marquette R. R. Co.	3.18	77.81	247.43	28					
137050	Missaukee Junction (n. o.) and Lake City.	Grand Rapids and Indiana Rwy. Co.	14.90	42.75	636.97	12					
137051	St. Ignace and Marquette	Duluth, South Shore and Atlantic Rwy. Co.	151.82	134.24	20,380.31	13.71					
137052	Pentwater and Muskegon	Chicago and West Michigan Rwy. Co.	46.23	86.36	3,992.42	12					
137053	Humboldt and Republic	Duluth, South Shore and Atlantic Rwy. Co.	8.62	42.75	368.50	6					
137054	Saginaw East Side and Bad axe.	Saginaw, Tuscola and Huron R. R. Co.	67.51	81.23	5,483.83	12					
137055	Grand Rapids and Muskegon.	Grand Rapids and Indiana Rwy. Co.	40.09	93.20	3,736.38	18					
137056	Petoskey and Harbor Springs.	do	8.25	47.88	395.01	18					
137057	Prescott and Alpena	Detroit and Mackinac Rwy. Co.	94.24	107.73	10,152.47	12					
137058	Narenta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy. Co.	37.20	42.75	1,590.30	6					
137059	Orono and Luther	Grand Rapids and Indiana Rwy. Co.	11.87	42.75	507.44	12					
137060	Port Huron and Almont	Flint and Pere Marquette R. R. Co.	34.60	51.30	1,774.98	12					
137061	Palm Station and Sandbeach	do	18.95	49.59	939.73	12					
137062	Milwaukee Junction (n. o.) and West Detroit (n. o.).	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	4.60	43.61	200.60	12					
137063	Lawton and South Haven	South Haven and Eastern R. R. Co.	37.27	51.30	1,911.95	12					
137064	Pontiac and Caseville	Pontiac, Oxford and Northern R. R. Co.	100.59	76.95	7,740.40	12					
137065	Copemish and Arcadia	Arcadia and Betsey River Rwy. Co.	21.20	42.75	906.30	6					
137066	Williamsburg and Elk Rapids.	Chicago and West Michigan Rwy. Co.	9.22	44.46	409.92	18					
137067	Houghton and Calumet	Mineral Range R. R. Co.	14.02	91.49	1,282.69	19					

137068	Hancock and Lake Linden	Hancock and Calumet R. R. Co.	11.12	62.42	694.11	19					
137069	Remus and Weidman	Detroit, Grand Rapids and Western R. R. Co.	13.46		300.00	6					Agreement.
137070	Lowell and Freeport	Lowell and Hastings R. R. Co.	13.00	42.75	555.75	9					
137071	Bessemer and Mellen	Wisconsin Central Co	33.56	46.17	1,549.46	13.73					
137072	Sault de Ste. Marie and Soo Junction.	Duluth, South Shore and Atlantic Rwy. Co.	47.76	78.66	3,756.80	20					
137073	Pinconning and Gladwin	Michigan Central R. R. Co.	27.55	43.61	1,201.45	6					
137074	Rodney and Chippewa Lake	Detroit, Grand Rapids and Western R. R. Co.	5.94	42.75	253.93	6					
137075	Grosvenor Junction (n. o.), Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	25.81	58.14	1,500.59	12					
137076	Owosso and Ashley	Toledo, Saginaw and Muskegon Rwy. Co.	21.80	11.97	7,969.60	6					21.8 miles Owosso to Ashley, lap over 137020.
	Ashley and Muskegon		96.94	79.52							
137077	Kalamazoo and Woodbury	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.14	45.32	2,000.42	12					
137078	Ludington and Stetson	Mason and Oceana R. R. Co.	29.18	42.75	1,247.44	6					
137079	Grand Ledge and Grand Rapids.	Detroit, Grand Rapids and Western R. R. Co.	53.40	171.00	9,131.40	18					
137080	Mecosta and Barryton	do	11.96		300.00	6					Agreement.
137081	Vacant.										
137082	Findley and Battlecreek	Michigan Central R. R. Co.	35.23	64.98	2,289.24	12					
137083	Durand and West Bay City	Cincinnati, Saginaw and Mackinaw R. R. Co.	53.47	85.50	4,571.68	12					
137084	Manistee and Traverse City	Manistee and Northeastern R. R. Co.	70.96	69.26	4,914.68	11.16					
137085	Macatawa Junction (n. o.) and Ottawa Beach.	Chicago and West Michigan Rwy. Co.	5.94	42.75	253.93	6					
137086	Munising and Forsyth	Munising Rwy. Co	38.22		800.00	6					Do.
137087	Vacant.										
137088	Sidnaw and Ontonagon	Chicago, Milwaukee and St. Paul Rwy. Co.	45.56	51.30	2,337.22	6					
137089	Au Sable and McKinley	Au Sable and Northwestern R. R. Co.	40.00	42.75	1,710.00	6					
137090	Jackson and Addison Junction (n. o.).	Cincinnati Northern R. R. Co.	18.69	94.91	1,773.86	15.50					
137091	Watersmeet and Choate	Chicago and Northwestern Rwy. Co.	22.31	42.75	953.75	6					
137092	Vacant.										
137093	Benton Harbor and Buchanan.	Milwaukee, Benton Harbor and Columbus Rwy. Co.	27.34		700.00	6					Do.
137094	St. Ignace and Mackinaw City.	Mackinac Transportation Co.	8.23	143.64	1,182.15	13					
137095	Adrian and Tecumseh	Detroit and Lima Northern Rwy. Co.	12.11	42.75	517.70	6					
137096	Hawks and Onaway	Detroit and Mackinac Rwy. Co.	18.13	42.75	775.05	6					
137097	Bay City and Midland	Michigan Central R. R. Co.	20.14	42.75	860.98	9					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	MICHIGAN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
137098	Chesterfield and Marine City.	Detroit and River St. Clair Rwy.	27.77	42.75	1,187.16	6					
137099	Vacant.										
137100	Vacant.										
137101	Channing (n. o.) and Sidnaw.	Chicago, Milwaukee and St. Paul Rwy. Co.	46.65	47.88	2,233.60	6					
137102	Plymouth Junction (n. o.) and Redford Junction (n. o.).	Flint and Pere Marquette R. R. Co.	11.63	86.36	3,657.86	25	24.67	30.00	740.10	1 line 45 feet..	11.63 miles, Plymouth Junction (n. o.) to Redford Junction (n. o.), lap over 137017.
	Redford Junction (n. o.) and Detroit.		13.04	203.49							
137103	Emery Junction (n. o.) and Rose City.	Detroit and Mackinac Rwy. Co.	31.76	42.75	1,357.74	6					
137104	Coleman and Beaverton.....	Flint and Pere Marquette R. R. Co.	10.95	42.75	468.11	6					
137105	Bessemer and Bessemer Junction (n. o.).	Duluth, South Shore and Atlantic Rwy. Co.	2.40	42.75	102.60	6					
137106	Detroit and Chandler (n. o.).	Detroit and Lima Northern Rwy. Co.	17.00			6					Pay not fixed.
137107	Alpena and Southrogers	Detroit and Mackinac Rwy. Co.	25.72	42.75	1,099.53	6					
137108	Grand Marais and Germfask.	Manistique Rwy. Co.....	41.01	42.75	1,753.17	6					
137109	Grayling and Lewiston	Michigan Central R. R. Co..	27.96	42.75	1,195.29	6					
137110	Menominee and Faithorn Junction (n. o.).	Wisconsin and Michigan Rwy. Co.	51.20		1,500.00	6					Agreement.
137111	Dundee and Tecumseh.....	Detroit and Lima Northern Rwy. Co.	16.81			6					Pay not fixed.
137112	Vacant.										
137113	Boyne and Boyne Falls	Boyne City and Southeastern R. R. Co.	7.31	42.75	312.50	12					
137114	Buffalo, N. Y., and Detroit, Mich.	Canada Southern Rwy. Co..	243.50	235.13	57,254.15	7	243.50	50.00	12,175.00	1 line 60 feet..	
137115	Monroe and Toledo	Flint and Pere Marquette R. R. Co.	21.19			6					Do.
137116	Bay Mills and Bay Mills Junction (n. o.).	Duluth, South Shore and Atlantic Rwy. Co.	2.25	42.75	96.18	6					
137117	Vacant.										

137118	Shermans Mill (n. o.) and Honor.	Manistee and Northeastern R. R. Co.	11.14	42.75	476.23	6					
			6,768.84		933,166.49				64,875.80		
	WISCONSIN.										
139001	Brookfield, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.76	193.23	35,314.71	17.36	182.60	40.00	7,304.00	1 line 50 feet..	
139002	Milwaukee and La Crosse...	do	197.88	933.66	184,752.64	31.23	14.30 183.30	290.00 250.00	49,972.00	1 line 50 and 5 lines 60 feet. 5 lines 60 feet.	Milwaukee to Brookfield. Brookfield to La Crosse.
139003	Milwaukee and Berlin	do	96.62	176.13	17,017.68	27.69					
139004	Milton Junction and Shullsburg.	do	76.99	130.82	10,071.83	12.27					
139005	Watertown and Madison....	do	38.15	86.36	3,294.63	12					
139006	Horicon and Portage	do	49.21	194.94	9,592.99	15.50					
139007	Rushlake and Winneconne..	do	14.75	42.75	630.56	6					
139008	Oshkosh and Ripon	do	19.79	110.30	2,182.83	12					
139009	Chicago, Ill., and Fond du Lac, Wis.	Chicago and Northwestern Rwy. Co.	176.70	229.14	40,489.03	10.37	63.00 28.40	105.00 65.00	8,461.00	2 lines 50 feet; 1 line 40 feet. 1 line 50 feet; 1 line 40 feet.	Chicago to Harvard. Harvard to Janesville.
139010	Calendonia, Ill., and Winona Junction (n. o.), Wis.	do	189.56	221.45	41,978.06	19.37	37.96 96.50	40.00 105.00	11,650.90	1 line 50 feet.. 2 lines 50 feet; 1 line 40 feet.	Caledonia, Ill., to Evansville, Wis Evansville to Elroy.
139011	Kenosha, Wis., and Rockford, Ill.	do	73.35	136.80	10,034.28	9.09	15.00	40.00	600.00	1 line 50 feet..	Harvard to Caledonia Junction.
139012	Milwaukee and Fort Howard. Fort Howard, Wis., and Ishpeming, Mich.	do	128.80 179.81	250.52 200.41	68,302.69	17.61	128.80 114.90 64.80	120.00 80.00 40.00	27,240.00	3 lines 50 feet. 2 lines 50 feet. 1 line 50 feet..	Milwaukee to Fort Howard. Fort Howard to Escanaba. Escanaba, Wis., to Ishpeming, Mich. Land grant 179.81 miles.
139013	Rice Lake and Cameron.....	Rice Lake, Dallas and Menomonee Rwy. Co.	7.70	44.46	342.34	13					
139014	Winona, Minn., and La Crosse, Wis.	Chicago and Northwestern Rwy. Co.	33.55	150.48	5,048.60	18.43					
139015	Stevens Point and Portage..	Wisconsin Central R. R. Co.	72.30	62.92	4,549.11	6					Land grant.
139016	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.04	129.11	33,831.98	14.31					
139017	Milwaukee and Rugby Junction (n. o.). Rugby Junction (n. o.) and Stevens Point. Stevens Point and Ashland.	Wisconsin Central R. R. Co.	27.60 131.47 186.61	37.62 149.63 119.70	43,047.37	16.83					Lap service over 27.60 miles. Land grant 186.61 miles.
139018	Milwaukee and Ashland....	Chicago and Northwestern Rwy. Co.	370.22	153.05	56,662.17	17.89					
139019	Sheboygan and Princeton...	do	79.69	70.97	5,655.59	9.77					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
139020	Warren, Ill., and Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	32.39	117.14	3,794.16	12					
139021	Calamine and Platteville	do	17.61	50.45	888.42	15					
139022	Minocqua and Starlake	do	19.12		500.00	6					Agreement.
139023	Madison and Portage	do	37.49	87.21	3,269.50	12					
139024	Racine, Wis., and Rock Island, Ill.	do	196.70	141.08	27,750.43	14.9	21.50	50.00	1,075.00	2 lines 40 feet.	Kittredge (n. o.) to Savanna.
139025	Galena, Ill., and Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.15	90.63	4,363.83	6					
139026	Eau Claire and Chippewa Falls.	Wisconsin Central Co	11.32	53.87	609.80	27					
139027	Fort Howard, Wis., and Winona, Minn.	Green Bay and Western R. R. Co.	213.90	92.34	19,751.53	7.42					
139028	Hudson and Bayfield	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	181.37	99.86	18,111.60	11.27					Land grant.
139029	Lone Rock and Richland Center	Chicago, Milwaukee and St. Paul Rwy. Co.	15.89	65.84	1,046.19	12					
139030	Elroy and Stowell (n. o.)	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	23.15	222.30	35,752.50	22.63	195.10	40.00	7,804.00	1 line 50 feet.	Land grant 172.10 miles.
	Hudson and Stillwell Junction (n. o.).										
	Stowell (n. o.) and Hudson.										
	Stillwell Junction (n. o.) and St Paul.		172.10	177.84							
139031	New Lisbon and Minocqua	Chicago, Milwaukee and St. Paul Rwy. Co.	166.74	102.60	17,107.52	8.80					
139032	Ashland Junction and Ashland.	Chicago St. Paul, Minneapolis and Omaha Rwy. Co.	4.90	86.36	423.16	24					
139033	Hudson Junction (n. o.) and Ellsworth.	do	25.69	91.49	2,350.37	12					
139034	Sparta and Viroqua	Chicago, Milwaukee and St. Paul Rwy. Co.	35.84	65.84	2,359.70	12					
139035	Fond du Lac and Iron Ridge	do	28.77	43.61	1,254.65	12					
139036	Janesville and Beloit	do	15.22	95.76	1,457.46	21					
139037	Merrillan and Marshfield	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	38.32	64.98	2,490.03	9.61					
139038	Milwaukee and Woodman	Chicago and Northwestern Rwy. Co.	174.64	115.43	20,158.69	15.01					

137022	Big Rapids and Holland	do	91.63	88.07	8,069.85	19.71					
137023	Allegan and Holland	do	24.62	76.95	1,894.50	12					
137024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy. Co.	62.68	70.11	4,394.49	6					
137025	Saginaw East Side and Port Huron.	Flint and Pere Marquette R. R Co.	90.54	84.65	7,664.21	12					
137026	Grand Rapids and Petoskey.	Chicago and West Michigan Rwy. Co.	226.44	130.82	29,622.88	10.22					
137027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy. Co.	189.07	165.02	31,200.33	24.18					
137028	Detroit and Port Huron	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	59.21	183.83	10,884.57	31					
137029	Jackson and Fort Wayne	Lake Shore and Michigan Southern Rwy. Co.	99.40	87.21	8,668.67	12					
137030	Vacant.										
137031	Emery Junction (n. o.) and Bay City.	Detroit and Mackinac Rwy. Co.	48.97	135.95	6,657.47	13					
137032	Stager (n. o.) and Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	42.75	407.40	13					
137033	Lenox and Jackson	Michigan Air Line Rwy. Co.	108.01	72.68	7,704.80	6.8					
137034	Walton and Traverse City	Grand Rapids and Indiana Rwy. Co.	26.37	57.29	1,510.73	12					
137035	Toledo and Detroit	Michigan Central R. R. Co.	58.99	291.56	17,199.12	27.07	58.99	85.00	5,014.15	1 line 50 feet and 1 line 55 feet.	
137036	Trenton and Dundee	Detroit and Lima Northern Rwy. Co.	27.41	72.68	1,992.16	6					
137037	St. Clair and Lenox	Michigan Central R. R. Co.	15.78	68.40	1,079.35	12					
137038	Southrogers and Hawks	Detroit and Mackinac Rwy. Co.	3.44	42.75	147.06	6					
137039	Port Huron, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy. Co.	336.18	240.26	80,770.60	26.62	333.94	25.00	8,348.50	1 line 40 feet	
137040	Marquette and L'Anse L'Anse and Houghton	Duluth, South Shore and Atlantic Rwy. Co.	62.96 31.86	121.07 151.34	12,444.25	18.75					63.96 miles, Marquette to L'Anse, land grant.
137041	Saginaw East Side and Howard.	Detroit, Grand Rapids and Western R. R. Co.	80.85	94.05	7,603.94	12					
137042	Port Huron and Grindstone City.	Flint and Pere Marquette R. R. Co.	93.45	100.04	9,348.78	12					
137043	Coleman and Mount Pleasant.	do	15.12	54.72	827.36	18					
137044	Clare and Harrison	do	17.37	42.75	742.56	6					
137045	Manistee Junction and Manistee.	do	27.15	115.43	3,133.92	12					
137046	Mears and Hart	Chicago and West Michigan Rwy. Co.	4.02	51.30	206.22	12					
137047	Flint and Fostoria	Flint and Pere Marquette R. R. Co.	24.45	42.75	1,045.23	6					
137048	Saginaw East Side and Bay City.	do	12.57	106.88	1,343.48	38					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
139068	Pratt Junction (n. o.) and Jeffris.	Chicago and Northwestern Rwy. Co.	16.32	42.75	697.68	6					
139069	Vacant.										
139070	Hurley and Pence	do	5.97	42.75	255.21	6					
139071	Packwaukee and Montello	Wisconsin Central R. R. Co.	6.99	42.75	298.82	12					
139072	Abbotsford and Athens	Abbotsford and Northeastern R. R. Co.	15.45	42.75	660.48	6					
139073	Fairchild and Mondovi	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	37.04	48.74	1,805.32	6					
139074	Vacant.										
139075	Vacant.										
139076	Stevens Point and Plover	Green Bay and Western R. R. Co.	6.56	42.75	280.44	12					
139077	Manitowoc and Two Rivers	Chicago and Northwestern Rwy. Co.	8.38	49.59	415.56	18					
139078	East Winona (n. o.), Wis., and Winona, Minn.	Chicago, Burlington and Quincy R. R. Co.	2.21	42.75	94.47	19					
139079	Granville and Sussex	Milwaukee and Superior Rwy. Co.	11.95		508.72	6					Agreement.
139080	Vacant.										
139081	Kewaunee and Fort Howard	Kewaunee, Green Bay and Western R. R. Co.	34.91	74.39	2,596.95	12					
139082	Marshfield and Greenwood	Wisconsin Central R. R. Co.	23.38	42.75	999.49	6					
139083	Cambridge and London	Chicago and Lake Superior Rwy. Co.	4.06	42.75	173.56	24					
139084	Readstown and Lafarge	Kickapoo Valley and Northern Rwy. Co.	13.70	53.87	738.01	6					
139085	Wauzeka and Readstown	do	39.00	42.75	1,667.25	6					
139086	Casco Junction (n. o.) and Sturgeon Bay.	Ahnapee and Western Rwy. Co.	34.33	74.39	2,553.80	8.44					
139087	Nestoria (n. o.), Mich., and West Superior, Wis. West Superior, Wis., and Duluth, Minn.	Duluth, South Shore and Atlantic Rwy. Co.	211.32 3.83	74.39 32.49	15,844.52	8.51					Lap service 3.83 miles.
139088	Wabeno and Northern Junction (n. o.).	Chicago and Northwestern Rwy. Co.	45.72		1,000.00	6					Agreement.
139089	Woodville and Spring Valley.	Minnesota and Wisconsin Rwy. Co.	11.45	42.75	489.48	6					

139090	Vacant.										
139091	Sussex and North Lake	Milwaukee and Superior Rwy. Co.	9.50		300.00	6					Do
139092	Lake Geneva and Williams Bay.	Chicago and Northwestern Rwy. Co.	6.70	42.75	286.42	6					
139093	Babcock and Tomah	Chicago, Milwaukee and St. Paul Rwy. Co.	30.06	42.75	1,285.06	13.35					
139094	Watersmeet, Mich., and Monico, Wis.	Chicago and Northwestern Rwy. Co.	52.40	53.01	2,777.72	12					
139095	Powers, Mich., and Hurley, Wis.	do	161.80	73.53	11,897.15	8.75					
139096	Vacant.										
139097	Bayfield and Redcliff	Bayfield Transfer Rwy. Co.	3.75	42.75	160.31	6					
139098	Vacant.										
139099	Vacant.										
139100	Fairchild and Greenwoood	N. C. Foster Lumber Co	24.04		375.60	6					Do
			6,220.49		930,048.23				115,153.40		
	MINNESOTA.										
141001	St. Paul and Minneapolis	Northern Pacific Rwy. Co.	12.34	308.66	317,969.95	9.67	1,132.19	40.00	45,287.60	1 line 50 feet	St. Paul to Helena.
	Minneapolis and Watab		73.98	308.66							
	Watab and Little Falls		23.36	246.92							Land grant 23.36 miles and 1,113.68 miles.
	Little Falls and Staples		34.24	308.66							
	Staples, Minn., and Missoula, Mont.		1,113.68	246.92							
141002	Benson, Minn., and Watertown, S. Dak.	Great Northern Rwy. Co	92.73	61.56	5,708.45	6					
141003	Moorhead, Minn., and Wahpeton, N. Dak.	do	45.04	184.68	8,317.98	7	44.56	40.00	1,782.40	1 line 50 feet	
141004	St. Cloud and St. Vincent	do	315.98	160.05	50,572.59	9.80	142.99	40.00	5,719.60	do	St. Cloud to Barnesville.
											All land grant.
141005	Barnesville, Minn., and Fargo, N. Dak.	do	25.15	120.56	3,032.08	6.30	23.41	40.00	1,025.20	do	Barnesville to Moorhead.
							1.11	80.00		2 lines 50 feet	Moorhead, Minn., to Fargo, N. Dak.
							10.44	80.00		do	St. Paul to Minneapolis.
141006	St. Paul and Breckenridge	do	214.16	161.26	38,818.64	20.65	203.65	40.00	8,981.20	1 line 50 feet	Minneapolis to Breckenridge.
											All land grant.
141007	St. Paul and Duluth	St. Paul and Duluth R. R. Co.	152.28	134.75	20,519.73	22.38					Land grant.
141008	Minneapolis and White Bear Lake.	do	20.00	66.69	2,002.80	22.99					Land grant 12.54 miles.
	White Bear Lake and Stillwater.		12.54	53.35							
141009	St. Paul and Austin	Chicago, Milwaukee and St. Paul Rwy. Co.	100.01	143.64	34,264.96	13.01	41.80	50.00	2,090.00	2 lines 40 feet	Calmar to North Mc Gregor.
	Austin, Minn., and North McGregor, Iowa.		110.83	179.55							Land grant 100.01 miles.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
141010	Hastings and Ortonville	Chicago, Milwaukee and St. Paul Rwy. Co.	202.92	142.27	28,869.42	9.57	146.40	25.00	3,600.60	1 line 40 feet	Cologne to Ortonville. Land grant.
141011	Duluth and Staples	Northern Pacific Rwy. Co	147.76	71.82	10,612.12	9.60					Land grant.
141012	Austin and Lyle	Chicago, Milwaukee and St. Paul Rwy. Co.	12.18	126.54	6,033.57	13.50	39.50	25.00	995.00	1 line 40 feet	Austin, Minn., and Mason City, Iowa.
	Lyle, Minn., and Mason City, Iowa.		28.40	158.18							Land grant 12.18 miles.
141013	Minneapolis, Minn., and La Crosse, Wis.	do	142.02	811.40	115,235.02	27.50	10.91	225.00	28,620.75	4 lines 60 feet; 1 line 40 feet.	Minneapolis to St. Paul.
							130.83	200.00		4 lines 60 feet	St. Paul to La Crosse.
141014	St. Peter, Minn., and Watertown, S. Dak.	Chicago and Northwestern Rwy. Co.	184.16	113.54	20,915.49	8.30					Land grant.
141015	Winona and St. Peter	do	139.45	142.27	19,839.55	12.34					Do.
141016	Sleepy Eye and Redwood Falls.	do	25.99	45.32	1,177.86	12					
141017	Rochester and Zumbrota	do	26.18	59.00	1,544.62	12					
141018	Chatfield and Plainview	do	26.95	49.59	1,336.45	13.30					
141019	Mankato Junction (n. o.) and Mankato.	do	4.06	44.46	180.50	24					
141020	Worthington, Minn., and Sioux Falls, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	61.94	75.24	4,660.37	9.20					
141021	St. Paul, Minn., and Angus, Iowa.	Minneapolis and St. Louis R. R. Co.	270.59	156.47	42,339.21	22.19					
141022	West Wabasha (n. o.) and Zumbrota.	Chicago, Milwaukee and St. Paul Rwy. Co.	59.15	51.30	3,034.39	6					
141023	La Crosse, Wis., and Airlie, Minn.	do	301.68	107.39	33,606.91	10.16					Land grant 301.68 miles.
	Airlie, Minn., and Flandreau, S. Dak.		9.01	134.24							
141024	Mankato and Wells	do	38.30	70.97	2,718.15	12					
141025	Minneapolis, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.53	208.62	58,315.54	14.90	10.44	25.00	20,421.00	1 line 40 feet	Minneapolis to St. Paul.
							268.80	75.00		1 line 40 feet, and 1 line 60 feet.	St. Paul, Minn., to Sioux City, Iowa. All land grant.
141026	Carman (n. o.) and Fosston	Great Northern Rwy. Co	44.35	49.59	2,199.31	3					
141027	Stillwater and Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	3.34	67.03	223.88	56					Land grant.

137118	Shermans Mill (n. o.) and Honor.	Manistee and Northeastern R. R. Co.	11.14	42.75	476.23	6					
			6,768.84		933,166.49				64,875.80		
	WISCONSIN.										
139001	Brookfield Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.76	193.23	35,314.71	17.36	182.60	40.00	7,304.00	1 line 50 feet..	
139002	Milwaukee and La Crosse...	do	197.88	933.66	184,752.64	31.23	14.30 183.30	290.00 250.00	49,972.00	1 line 50 and 5 lines 60 feet. 5 lines 60 feet.	Milwaukee to Brookfield. Brookfield to La Crosse.
139003	Milwaukee and Berlin	do	96.62	176.13	17,017.68	27.69					
139004	Milton Junction and Shullsburg.	do	76.99	130.82	10,071.83	12.27					
139005	Watertown and Madison....	do	38.15	86.36	3,294.63	12					
139006	Horicon and Portage	do	49.21	194.94	9,592.99	15.50					
139007	Rushlake and Winneconne..	do	14.75	42.75	630.56	6					
139008	Oshkosh and Ripon	do	19.79	110.30	2,182.83	12					
139009	Chicago, Ill., and Fond du Lac, Wis.	Chicago and Northwestern Rwy. Co.	176.70	229.14	40,489.03	10.37	63.00 28.40	105.00 65.00	8,461.00	2 lines 50 feet; 1 line 40 feet. 1 line 50 feet; 1 line 40 feet.	Chicago to Harvard. Harvard to Janesville.
139010	Calendonia, Ill., and Winona Junction (n. o.), Wis.	do	189.56	221.45	41,978.06	19.37	37.96 96.50	40.00 105.00	11,650.90	1 line 50 feet.. 2 lines 50 feet; 1 line 40 feet.	Caledonia, Ill., to Evansville, Wis Evansville to Elroy.
139011	Kenosha, Wis., and Rockford, Ill.	do	73.35	136.80	10,034.28	9.09	15.00	40.00	600.00	1 line 50 feet..	Harvard to Caledonia Junction.
139012	Milwaukee and Fort Howard. Fort Howard, Wis., and Ishpeming, Mich.	do	128.80 179.81	250.52 200.41	68,302.69	17.61	128.80 114.90 64.80	120.00 80.00 40.00	27,240.00	3 lines 50 feet. 2 lines 50 feet. 1 line 50 feet..	Milwaukee to Fort Howard. Fort Howard to Escanaba. Escanaba, Wis., to Ishpeming, Mich. Land grant 179.81 miles.
139013	Rice Lake and Cameron.....	Rice Lake, Dallas and Menomonee Rwy. Co.	7.70	44.46	342.34	13					
139014	Winona, Minn., and La Crosse, Wis,	Chicago and Northwestern Rwy. Co.	33.55	150.48	5,048.60	18.43					
139015	Stevens Point and Portage..	Wisconsin Central R. R. Co.	72.30	62.92	4,549.11	6					Land grant.
139016	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.04	129.11	33,831.98	14.31					
139017	Milwaukee and Rugby Junction (n. o.). Rugby Junction (n. o.) and Stevens Point. Stevens Point and Ashland.	Wisconsin Central R. R. Co.	27.60 131.47 186.61	37.62 149.63 119.70	43,047.37	16.83					Lap service over 27.60 miles. Land grant 186.61 miles.
139018	Milwaukee and Ashland....	Chicago and Northwestern Rwy. Co.	370.22	153.05	56,662.17	17.89					
139019	Sheboygan and Princeton...	do	79.69	70.97	5,655.59	9.77					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
141060	Hutchinson Junction (n. o.) and Hutchinson.	Great Northern Rwy. Co ...	53.28	44.46	2,368.82	6					
141061	Winnipeg Junction, Minn., and Grand Forks, N. Dak.	Northern Pacific Rwy. Co..	95.75	92.34	8,841.56	7.08					
141062	Vacant.										
141063	Cheney and Mantorville....	Chicago Great Western Rwy. Co.	7.18	42.75	306.94	7					
141064	Red Wing and Zumbrota....	Duluth, Red Wing and Southern R. R. Co.	25.92	69.26	1,795.21	12					
141065	Excelsior and Tonka.....	Minneapolis and St. Louis R. R. Co.	2.00			6					Without expense to Department.
141066	Wayzata and Springpark ...	Great Northern Rwy. Co ...	7.57			6					Do.
141067	Winthrop and New Ulm....	Minneapolis, New Ulm and Southwestern R. R. Co.	19.21		600.00	6					Agreement.
141068	Spruce Junction (n. o.) and Biwabik.	Duluth, Missabe and Northern Rwy. Co.	13.04	42.75	557.46	6					
141069	Duluth and Deer River	Eastern Rwy. Co. of Minnesota.	108.52	53.01	5,153.63	6					11.30 miles, Duluth to Short Line Park, without compensation.
141070	Minneapolis and St. Cloud ..	Great Northern Rwy. Co....	66.71	228.29	15,229.22	11.94	66.20	40.00	2,648.00	1 line 50 feet..	
141071	New Brighton and St. Paul and Duluth R. R. Crossing (n. o.).	Minnesota Transfer Rwy. Co.	3.48	42.75	148.76	18					
141072	Fertile and Carthage Junction (n. o.).	Northern Pacific Rwy. Co ..	54.99	42.75	2,350.82	3					
141073	Hayfield and Austin	Chicago Great Western Rwy. Co.	17.29	42.75	739.14	6					
141074	West End (n. o.), Minn., and West Superior, Wis.	St. Paul and Duluth R. R. Co.	3.70	54.72	202.46	22					
141075	Winona, Minn., and Osage, Iowa.	Winona and Western Rwy. Co.	113.22	71.82	8,131.47	6					
141076	Vacant.										
141077	Short Line Park (n. o.), Minn., and Saunders (n.o.), Wis.	Eastern Rwy. Co. of Minnesota.	10.40	42.75	444.60	6					Agreement.
141078	Deer River and Cass Lake (n. o.).	do	39.48		1,200.00	6					Do.

41079	Tuller and Fosston.	Great Northern Rwy. Co ...	60.89		1,800.00	6					Do.
141080	Allen Junction (n. o.) and Virginia.	Duluth and Iron Range R. R. Co.	26.47	42.75	1,131.59	12					
141081	Duluth and Mount Iron.....	Duluth, Missabe and Northern Rwy. Co.	74.10	61.56	4,561.59	6					
141082	Hinckley and Duluth	Eastern Rwy. Co. of Minnesota.	73.83	50.45	3,724.71	13					
141083	Red Lake Falls and Thief River Falls.	Great Northern Rwy. Co...	18.30	42.75	782.32	3					
141084	Wolf (n. o.) and Virginia...	Duluth, Missabe and Northern Rwy. Co.	6.31	42.75	269.75	6					
141085	Wolf (n. o.) and Hibbing....	do	16.46	42.75	703.66	6					
141086	Vacant.										
141087	Brainerd and Walker.....	Brainerd and Northern Minnesota Rwy. Co.	61.34		1,750.57	6					Do.
141088	Lyle, Minn., and Manly, Iowa.	Chicago Great Western Rwy. Co.	20.59	42.75	880.22	3					
141089	Winston (n. o.) and Eveleth.	Duluth and Iron Range R. R. Co.	4.95	42.75	211.61	12					
141090	Vacant.										
141091	Walker and Bemidji	Brainerd and Northern Minnesota Rwy. Co.	31.80		890.40	6					Agreement.
141092	Akley and Park Rapids	Great Northern Rwy. Co...	18.57		793.86	6					Do.
			7,506.56		1,100,185.28				122,045.75		
	IOWA.										
143001	Burlington, Iowa, and Albert Lea, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	253.29	195.80	49,594.18	18.12	252.69	25.00	6,317.25	1 line 40 feet..	
143002	Cedar Rapids and Decorah..	do	125.66	94.91	11,926.39	6.74					
143003	Vinton, Iowa, and Watertown, S. Dak.	do	374.68	124.83	46,771.80	9.36					
143004	Thornburg and Whatcheer .	do	4.58	42.75	195.79	12					
143005	Burlington and Pacific Junction (n. o.).	Chicago, Burlington and Quincy R. R. Co.	276.22	835.16							
	Pacific Junction (n. o.) and Union Pacific Transfer (n. o.).		18.35	1,043.96	249,844.56	28.38	294.57	250.00	73,642.50	5 lines 60 feet.	Land grant 276.22 miles.
143006	Bethany Junction (n. o.), Iowa, and Grant City, Mo.	do	45.64	55.58	2,536.67	6					
143007	Creston, Iowa, and Hopkins, Mo.	do	44.99	145.35	6,539.29	13					
143008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy. Co.	221.10	86.36	19,094.19	7.49					
143009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R. Co.	36.74	83.79	3,078.44	8.94					
143010	Albia and Mason City	Iowa Central Rwy. Co	169.53	153.05	25,946.57	12	145.30	25.00	3,632.50	1 line 40 feet..	Oskaloosa and Mason City.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IOWA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
143011	Keokuk and Burlington	St. Louis, Keokuk and Northwestern R. R. Co.	43.03	220.59	9,491.95	20.50	43.03	25.00	1,075.75	1 line 40 feet.	
143012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	170.46 10.78	158.18 126.54	28,327.46	18.01	98.20	25.00	2,455.00	1 line 40 feet.	Sabula Junction to North McGregor. Land grant 10.78 miles, from near Dubuque to Tete des Morts.
143013	Stanwood and Tipton	Chicago and Northwestern Rwy. Co.	8.87	53.01	470.19	12					
143014	Davenport and Union Pacific Transfer (n. o.)	Chicago, Rock Island and Pacific Rwy. Co.	317.95	194.94	61,981.17	20.94	53.85 263.98	100.00 80.00	26,503.40	2 lines 60 feet. 2 lines 50 feet.	Davenport to Iowa City. Iowa City to Union Pacific Transfer (n. o.). All land grant.
143015	Summerset Junction (n. o.) and Indianola.	do	6.63	56.43	374.13	12					
143016	Washington and Knoxville	do	78.90	65.84	5,194.77	10.06					
143017	Davenport, Iowa, and Leavenworth, Kans.	do	336.16	180.41	60,646.62	13.18	233.70	25.00	5,842.50	1 line 40 feet.	Davenport to Trenton.
143018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy. Co.	43.96	53.87	2,368.12	21.54					
143019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy. Co.	166.78	90.63	15,115.27	9.70					
143020	Farley and Paralta	Chicago, Milwaukee and St. Paul Rwy. Co.	43.86	127.40	5,587.76	13.27					
143021	Dubuque and Sioux City	Illinois Central R. R. Co.	327.11	168.95	55,265.23	17.88	326.88	50.00	16,344.00	2 lines 40 feet.	Land grant.
143022	Waterloo, Iowa, and Lyle, Minn.	do	81.01	88.92	7,203.40	10.30					
143023	Beulah and Elkader	Chicago, Milwaukee and St. Paul Rwy. Co.	19.56	42.75	836.19	6					
143024	Clinton and Lyons Lyons and Anamosa	Chicago and Northwestern Rwy. Co.	3.05 69.02	57.45 71.82	5,132.23	6					Land grant 3.05 miles.
143025	Calmar and Sheldon Sheldon and Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	210.79 41.90	125.17 156.47	32,940.68	10.92	174.50 25.90	50.00 25.00	9,372.50	2 lines 40 feet. 1 line 40 feet.	Calmar to Spencer. Spencer to Sanborn Land grant 210.79 miles.

143026	Conover and Decorah	do	9.37	145.35	1,361.92	19					
143027	Davenport and Calmar	do	165.66	92.34	15,297.04	11.39					
143028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	351.50	176.13	61,909.69	14.49	2.60 87.30	50.00 25.00	2,312.50	2 lines 40 feet. 1 line 40 feet..	Savanna to Sabula Junction (n. o.). Sabula Junction (n. o.) to Marion, Iowa.
143029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R. Co.	76.36	245.39	18,737.98	20.44	5.91 69.75	115.00 75.00	5,910.90	1 line 60 feet; 1 line 50 feet; 1 line 40 feet. 1 line 60 feet; 1 line 40 feet.	Missouri Valley to California. California to Sioux City.
143030	Des Moines and Jewell	Chicago and Northwestern Rwy. Co.	59.35	182.97	10,859.26	32					
143031	Des Moines and Ruthven	Chicago, Rock Island and Pacific Rwy. Co.	138.02	102.60	14,160.85	10.32					
143032	Grinnell and Montezuma	Iowa Central Rwy. Co	17.50	42.75	748.12	12					
143033	Albia and Des Moines	Chicago, Burlington and Quincy R. R. Co.	68.41	135.09	9,241.50	10					
143034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	70.59	94.91	6,699.69	6.81					
143035	Burlington and Washington.	Burlington and Northwestern Rwy. Co.	52.78	70.97	3,745.79	6					
143036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy. Co.	18.07	42.75	772.49	12					
143037	Ellsworth, Minn., and Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern Rwy. Co.	42.94	44.46	1,909.11	6					
143038	Maple River and Onawa	Chicago and Northwestern Rwy. Co.	81.34	144.50	11,753.63	13.27					
143039	Turkey River and West Union.	Chicago, Milwaukee and St. Paul Rwy. Co	58.32	62.42	3,640.33	6					
143040	Waukon Junction and Waukon.	do	23.02	48.74	1,121.99	6					
143041	Creston and Cumberland	Chicago, Burlington and Quincy R. R. Co.	48.24	66.69	3,217.12	6					
143042	Chariton and Indianola	do	34.07	52.16	1,777.09	6					
143043	Hastings and Sidney	do	22.23	45.32	1,007.46	6					
143044	Atlantic and Audubon	Chicago, Rock Island and Pacific Rwy. Co.	26.00	64.13	1,667.38	12					
143045	Avoca and Harlan	do	14.10	46.17	650.99	12					
143046	Des Moines and Fonda	Des Moines, Northern and Western R. R. Co.	113.80	96.62	10,995.35	12					
143047	Marion, Iowa, and Kansas City, Mo.	Chicago, Milwaukee and St. Paul Rwy. Co.	303.53	121.41	36,851.57	8.32	13.55	25.00	338.75	1 line 40 feet..	Hedrick to Ottumwa.
143048	Ives and Iowa Junction (n. o.).	Burlington, Cedar Rapids and Northern Rwy. Co.	20.86	72.68	1,516.10	19.28					
143049	Belle Plaine and Muchakinock.	Chicago and Northwestern Rwy. Co.	64.69	69.26	4,480.42	6					
143050	Wall Lake and Sac City	do	14.18	100.89	1,430.62	9					
143051	Sumner and Hampton	Chicago Great Western Rwy. Co.	64.24	78.66	5,053.11	12					
143052	Eagle Grove, Iowa, and Elmore, Minn.	Chicago and Northwestern Rwy. Co.	66.55	77.81	5,178.25	11.37					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IOWA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
143053	Bellevue and Cascade	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	48.74	1,768.77	6					
143054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy. Co.	15.15	46.17	699.47	12					
143055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R. Co.	18.82	52.16	981.65	12					
143056	Wilson Junction (n. o.) and Cedar Falls.	Chicago Great Western Rwy. Co.	7.50	42.75	320.62	18					
143057	Dows and Forest City	Burlington, Cedar Rapids and Northern Rwy. Co.	45.41	64.13	2,912.14	6					
143058	Hastings and Carson	Chicago, Burlington and Quincy R. R. Co.	16.47	43.61	718.25	6					
143059	Menlo and Guthrie Center	Chicago, Rock Island and Pacific Rwy. Co.	15.02	54.72	821.89	12					
143060	Harvey and Des Moines	Wabash R. R. Co	43.62	136.80	5,967.21	7					
143061	Fraser and Fraser Junction (n. o.).	Boone Valley Coal and Railway Co.	4.00	42.75	171.00	6					
143062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy. Co.	5.10	42.75	218.02	12					
143063	Avoca and Carson	do	17.72	49.59	878.73	12					
143064	Fort Madison and Ottumwa	Chicago, Fort Madison and Des Moines Rwy. Co.	71.38	66.69	4,760.33	6					
143065	Muscatine and Montezuma	Burlington, Cedar Rapids and Northern Rwy. Co.	88.29	82.94	7,322.77	6.98					
143066	Jewell and Carnarvon	Chicago and Northwestern Rwy. Co.	73.71	129.11	9,516.69	6					
143067	Vanwert and Shenandoah	Humeston and Shenandoah Rwy. Co.	97.21	76.95	7,480.30	6					
143068	Newberg and State Center	Iowa Central Rwy. Co.	26.90	42.75	1,149.97	6					
143069	Des Moines and Oelwein	Chicago Great Western Rwy. Co.	132.10	118.85	15,689.38	14.18					
143070	Tama and Hawarden	Chicago and Northwestern Rwy. Co.	243.47	138.51	33,723.03	9.08					
143071	Carroll and Kirkman	do	35.04	59.00	2,067.36	12					
143072	Clinton and Ives	Burlington, Cedar Rapids and Northern Rwy. Co.	69.59	52.16	3,629.81	6					

143073	Pacific Junction, Iowa, and East Plattsmouth (n. o.).	Chicago, Burlington and Quincy R. R. Co.	3.30	244.19	1,480.40	27	4.91	40.00	196.40	1 line 50 feet..	Land grant, 3.30 miles.
	East Plattsmouth (n. o.) and Plattsmouth, Nebr.		2.21	305.24							
143074	Red Oak, Iowa, and Nebraska City, Nebr.	do	53.29	122.27	6,515.76	8.64					
143075	Webster City and Lehigh..	Webster City and Southwestern R. R. Co.	16.58	42.75	708.79	6					
143076	Des Moines and Winterset.	Chicago, Rock Island and Pacific Rwy. Co.	42.94	82.94	3,561.44	12					
143077	Vacant.										
143078	Hampton and Belmond.....	Iowa Central Rwy. Co	22.76	42.75	972.99	6					
143079	Marshalltown and Story City.	do	39.23	43.61	1,710.82	6					
143080	Manning and Audubon	Chicago and Northwestern Rwy. Co.	17.86	47.88	855.13	12					
143081	Des Moines and Boone.....	Des Moines, Northern and Western R. R. Co.	42.93	49.59	2,128.89	9.82					
143082	Winfield and Oskaloosa.....	Burlington and Western Rwy. Co.	71.33	64.98	4,635.02	6					
143083	Clarinda and Northboro.....	Chicago, Burlington and Quincy R. R. Co.	18.82	64.13	1,206.92	6					
143084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines and Kansas City Rwy. Co.	112.41	76.10	8,554.40	8.41					
143085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.72	47.88	896.31	6					
143086	East Dubuque, Ill., and Dubuque, Iowa.	Chicago, Burlington and Quincy R. R. Co.	1.75	78.66	137.65	13					
143087	Stacyville Junction (n. o.) and Stacyville.	Illinois Central R. R. Co	7.99	42.75	341.57	6					
143088	Eldora Junction and Alden .	Chicago, Iowa and Dakota Rwy. Co.	26.42	49.59	1,310.16	12					
143089	Sac City and Moville.....	Chicago and Northwestern Rwy. Co.	67.19	77.81	5,228.05	9					
143090	Wilton Junction and Muscatine.	Chicago, Rock Island and Pacific Rwy. Co.	12.64	56.43	713.27	15					
143091	New Sharon and Newton....	Iowa Central Rwy. Co.....	31.11	42.75	1,329.95	6					
143092	Vacant.										
143093	Centerville and Albia.....	Albia and Centerville Rwy. Co.	25.77	45.32	1,167.89	12					
143094	Waverly Junction (n. o.) and Waverly.	Burlington, Cedar Rapids and Northern Rwy. Co.	6.13	65.84	403.59	25					
143095	Garner and Titonka	Cedar Rapids, Garner and Northwestern Rwy. Co.	27.51		600.00	6					Agreement.
143096	Spencer and Spirit Lake....	Chicago, Milwaukee and St. Paul Rwy. Co.	21.87	42.75	934.94	6					
143097	Mason City and Fort Dodge.	Mason City and Fort Dodge R. R. Co.	72.62	53.01	3,849.59	11					
143098	Sioux City and Manilla.....	Chicago, Milwaukee and St. Paul Rwy. Co.	90.39	133.38	12,056.21	13					
143099	Cherokee and Onawa.....	Illinois Central R. R. Co....	66.08	47.88	3,163.91	7.07					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	IOWA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
143100	Cherokee, Iowa, and Sioux Falls, S. Dak.	Illinois Central R. R. Co.	97.35	100.89	9,821.64	7					
143101	Cedar Rapids and Manchester.	do	42.34	82.94	3,511.67	13.50					
143102	Vacant.										
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	159.10	112.86	17,956.02	15.55					
143104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R. Co.	14.99	42.75	640.82	6					
143105	Ottumwa and Evans	Wabash R. R. Co.	28.56	62.42	1,782.71	7					Lap, over 143019.
143106	Evans and Harvey	do	10.28	76.66	808.62	7					Lap, over 143016.
143107	Tara and Fort Dodge	Chicago, Rock Island and Pacific Rwy. Co.	6.39	42.75	273.17	12					
143108	Malvern and Tabor	Tabor and Northern Rwy. Co.	9.56	45.32	433.25	12					
143109	Sioux City, Iowa, and Garretson, S. Dak.	Sioux City and Northern R. R. Co.	97.40	85.50	8,327.70	10.54					
143110	Vacant.										
143111	Davenport and Bennett	Burlington, Cedar Rapids and Northern Rwy. Co.	31.95	42.75	1,365.86	6					
143112	Forest City and Armstrong	do	47.34	47.88	2,266.64	6					
			8,104.22		1,154,696.57				153,943.95		
	MISSOURI.										
145001	St. Louis and Pacific	Missouri Pacific Rwy. Co.	36.80	654.59	264,536.91	28.97	2.88	415.00	75,453.50	3 lines 40 feet; 1 line 50 feet, and 6 lines 60 feet.	St. Louis to Tower Grove (n. o.).
	Pacific, Mo., and Atchison, Kans.		293.86	818.24			280.22	265.00		1 line 40 feet, 1 line 50 feet, and 4 lines 60 feet.	Tower Grove (n. o.) to Kansas City.
											Land grant, 36.80 miles.
145002	Vacant.										
145003	St. Louis and Pacific	St. Louis and San Francisco R. R. Co.	68.05	271.89	72,909.97	13.62	281.93	80.00	22,554.40	2 lines 50 feet.	St. Louis to Monett.
	Pacific and Seneca		258.47	217.51							Land grant, 258.47 miles.

149024	Algiers and Buras	New Orleans, Fort Jackson and Grand Isle R. R. Co.	59.62	47.88	2,854.60	13					
149025	Vacant.										
149026	Natchez, Miss., and Bastrop, La.	New Orleans and Northwestern Rwy. Co.	101.23	59.85	6,058.61	7					
149027	De Quincy and Lake Charles.	Kansas City, Pittsburg and Gulf R. R. Co.	22.78	48.74	1,110.29	14					
149028	Mandeville Junction (n. o.) and Mandeville.	East Louisiana R. R. Co	12.10	42.75	517.27	7					
149029	Lake Charles and Alexandria.	Kansas City, Watkins and Gulf Rwy. Co.	100.94	53.01	5,350.82	7					
149030	Shreveport and Coushatta	Shreveport and Red River Valley Rwy. Co.	46.13		1,500.00	6					Agreement.
149031	Clifford and Cotton Valley	Louisiana and Arkansas R. R.	11.14		278.89	6					Do.
149032	Iberia and Vermilion Junction (n. o.) and Abbeville.	Iberia and Vermilion R. R. Co.	16.64	46.17	768.26	7					
149033	Cotton Valley and Minden	Arkansas, Louisiana and Southern Rwy. Co.	18.25	42.75	780.18	6					
149034	Simmesport and Bunkie	St. Louis, Avoyelles and Southwestern Rwy. Co.	26.40	52.16	1,377.02	7					
149035	Junction (n. o.) and Marksville.	do	10.50	42.75	448.87	14					
149036	Eunice and Gueydan	Louisiana Western R. R. Co.	35.08	42.75	1,499.67	6					
			1,923.59		214,412.94				21,109.75		
	TEXAS.										
150001	Palestine and Houston	International and Great Northern R. R. Co.	150.78	156.47	23,592.54	14					
150002	Houston and San Antonio	Galveston, Harrisburg and San Antonio Rwy. Co.	209.22	200.93	42,038.57	15.21					
150003	Denison and Houston	Houston and Texas Central R. R. Co.	338.16	200.07	67,655.67	16.99					
150004	Hempstead and Austin	do	114.88	117.99	13,554.69	14					
150005	Bremond and Waco	do	44.03	129.11	5,684.71	14					
150006	Houston and Galveston	Galveston, Houston and Henderson R. R. Co.	50.11	147.92	7,412.27	31.50					
150007	Longview and Laredo	International and Great Northern R. R. Co.	498.25	230.85	115,021.01	21.22	343	40.00	13,720.00	1 line 50 feet.	Longview to San Antonio.
150008	Houston and Columbia	do	50.60	64.13	3,244.97	6					
150009	Texarkana, Ark., and Sierra Blanca, Tex.	Texas and Pacific Rwy. Co.	774.30	200.93	164,059.38	11.83	97.59	80.00	14,016.00	2 lines 50 feet.	Texarkana to Longview.
	Sierra Blanca and El Paso		92.69	91.48			155.22	40.00		1 line 50 feet.	Longview to Fort Worth. 92.69 miles lap over 131039.
150010	Bridgeport and Jacksboro	Chicago, Rock Island and Texas Rwy. Co.	29.40		1,256.85	6					Agreement.
150011	Texarkana and Whitesboro, Tex.	Texas and Pacific Rwy. Co	173.82	132.53	23,036.36	14					
150012	Orange and Houston	Texas and New Orleans R. R. Co.	106.28	277.88	29,533.08	14	105.63	65.00	6,865.95	1 line 40 feet; 1 line 50 feet.	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSOURI—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
145029	Hannibal and Gilmore.....	St. Louis and Hannibal Rwy. Co.	86.30	77.81	6,715.00	12.97					
145030	St. Joseph, Mo., and Atchison, Kans.	Hannibal and St. Joseph R. R. Co.	22.74	118.85	2,702.64	14					
145031	Vacant.										
145032	Atchison, Kans., and Atchison Junction, Mo.	Chicago, Rock Island and Pacific Rwy. Co.	29.63	42.75	1,266.67	6					
145033	Independence and Sedalia...	Missouri Pacific Rwy. Co...	90.08	107.73	9,704.31	14					
145034	Bismarck, Mo., and Columbus, Ky.	St. Louis, Iron Mountain and Southern Rwy. Co.	120.81	129.96	15,700.46	7					
145035	Neelysville and Doniphan...	do.....	19.92	46.17	919.70	6					
145036	Leeper and Ellington.....	Missouri Southern R. R. Co.	31.14		600.00	6					Agreement.
145037	Chariton, Iowa, and St. Joseph, Mo.	Chicago, Burlington and Quincy R. R. Co.	143.60	143.64	20,626.71	7.93					
145038	Springfield and Bolivar.....	St. Louis and San Francisco R. R. Co.	39.61	59.85	2,370.65	7					
145039	Vacant.										
145040	Pleasant Hill and Joplin....	Missouri Pacific Rwy. Co...	133.69	178.70	23,890.40	21					
145041	Linton, Kans., and Carbon Center, Mo.	Kansas City, Fort Scott and Memphis R. R. Co.	24.08	42.75	1,029.42	10.78					
145042	Sedalia and Warsaw	Sedalia, Warsaw and Southwestern Rwy. Co.	43.12	61.56	2,654.46	7					
145043	Union Station, St. Louis, Mo., and Granite, Ill.	St. Louis Merchants' Bridge Terminal Rwy. Co.	9.52	166.73	1,587.26	32					
145044	Bigelow and Burlington Junction.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	32.22	76.95	2,479.32	6					
145045	Cape Girardeau and Hunter.	Southern Missouri and Arkansas R. R. Co.	96.09	42.75	4,107.84	7.31					
145046	Corning, Mo., and Northboro, Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	27.80	64.98	1,806.44	7.99					
145047	Jefferson City and Bagnell..	Missouri Pacific Rwy. Co...	45.42	52.16	2,369.10	6					
145048	Allenville and Jackson.....	St. Louis, Iron Mountain and Southern Rwy. Co.	16.38	53.01	868.30	9					
145049	Mineral Point and Potosi ...	do.....	4.12	43.61	179.67	18					
145050	Palmyra and Hannibal.....	Hannibal and St. Joseph R. R. Co.	15.05	131.32	1,976.36	17.50					Land grant.
145051	Vacant.										

145052	Pawpaw (n. o.) and New Madrid.	do	6.15	47.03	289.23	14					
145053	Springfield and Chadwick...	St. Louis and San Francisco R. R. Co.	35.99	50.14	2,092.45	7					
145054	Oronogo, Mo., and Galena, Kans.	do	19.23	59.85	1,150.91	18					
145055	Kansas City and Osceola....	Kansas City, Osceola and Southern Rwy. Co.	111.90	67.55	7,558.84	7					
145056	Ashgrove, Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy. Co.	155.92	103.46	16,131.48	9.94					
145057	Altamont and Rushville	Chicago, Rock Island and Pacific Rwy. Co.	65.10	137.66	8,961.66	11.26					
145058	Nevada, Mo., and Chetopa, Kans.	Missouri Pacific Rwy. Co...	76.23	90.63	6,908.72	7					
145059	Boonville and Myrick Station (n. o.).	do	80.96	55.58	4,499.75	8.49					
145060	Cameron and Kansas City ..	Chicago, Rock Island and Pacific Rwy. Co.	54.74	17.96	983.13	13					Lap over 145010.
145061	Pattonsburg, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis R. R. Co.	144.71	217.17	31,426.67	7	144.60	25.00	3,615.00	1 line 40 feet..	
145062	St. Louis and Union.....	St. Louis, Kansas City and Colorado R. R. Co.	60.15	56.43	3,394.26	7.96					
145063	Vacant.										
145064	Napier, Mo., and Rulo, Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.	9.50	184.68	1,754.46	7	9.50	25.00	237.50	1 line 40 feet..	
145065	Vacant.										
145066	Willow Springs and Grandin.	Current River R. R. Co	80.81	56.43	4,560.10	6					
145067	St. Joseph, Mo., and Atchison, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	21.21	49.59	1,051.80	14					
145068	Wabash, Chester, and Western R. R. Depot in Chester, Ill., and Perryville, Mo.	Chester, Perryville, Ste. Genevieve and Farmington R. R. Co.	19.56	42.75	836.19	6					
145069	Cassville and Exeter.....	Cassville and Western Rwy. Co.	4.60	51.30	235.98	6					
145070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.).	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	611.33	4,340.44	31.50	7.10	150.00	1,065.00	2 lines 60 feet and 2 lines 40 feet.	
145071	Riverside Station (n. o.) and Doerun.	Mississippi River and Bonne Terre Rwy. Co.	47.54	66.69	3,170.44	13.66					
145072	Delta (n. o.) and Malden	St. Louis Southwestern Rwy. Co.	51.83	94.91	4,919.18	7					
145073	Kansas City and Smithville.	Kansas City and Northern Connecting R. R. Co.	24.71	49.59	1,225.36	13					
145074	St. Louis (Union Depot), Mo., and Bridge Junction, East St. Louis, Ill.	Terminal R. R. Association of St. Louis.	4.04		50,000.00	289					
145075	Richhill, Mo., and Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.35	125.69	3,437.62	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSOURI—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
145076	Langdon and Rockport	Rockport, Langdon and Northern Rwy. Co.	6.67	47.88	319.35	14					
145077	Hamilton and Kingston	Hamilton and Kingston R. R. Co.	9.41	42.75	442.27	18					
145078	St. Joseph, Mo., and Bee Creek (n. o.).	Chicago Great Western Rwy. Co.	8.03	50.44	2,573.34	13					8.03 miles lap over 145012.
	Bee Creek (n. o.) and Beverly Station.		22.77	93.20							
	Beverly Station, Mo., and Union Pacific Junction, Kans.		3.60	12.82							3.60 miles lap over 143017.
145079	Campbell and Kennett	St. Louis, Kennett and Southern R. R. Co.	20.55	52.16	1,071.88	13					
145080	Greenfield and Aurora	Kansas City, Fort Scott and Memphis R. R. Co.	35.69	60.71	2,166.73	14					
145081	Vacant.										
145082	Williamsville and Greenville.	Williamsville, Greenville and St. Louis Rwy. Co.	12.90	42.75	551.47	6					
145083	Excelsior Springs Junction (n.o.) and Excelsior Springs.	Kansas City, Excelsior Springs and Northern Rwy. Co.	8.47	42.75	362.09	6					
145084	Ralls Junction (n. o.) and Perry.	St. Louis and Hannibal Rwy. Co.	18.00	44.46	800.28	6					
145085	Lake Junction (n. o.) and Fernridge.	Missouri Pacific Rwy. Co.	9.02	42.75	385.60	13.16					
145086	Commerce and Morley	Houck's Missouri and Arkansas R. R. Co.	13.29	42.75	568.14	12					
145087	Armour (n. o.), Mo., and Atchison, Kans.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	4.47	110.30	493.04	61.50					
145088	East Leavenworth (n. o.), Mo., and Leavenworth, Kans.	do	2.72	118.85	323.27	56					
145089	Brownwood and Zalma	Cape Girardeau, Bloomfield and Southern Rwy. Co.	8.81	42.75	376.62	12					
145090	Bellefountaine Junction (n. o.), Mo., and Alton, Ill.	St. Louis, Keokuk and Northwestern R. R. Co.	3.38	42.75	144.49	6.50					

145091	St. Louis (Union Station) and Texas Junction (n. o.).	Missouri, Kansas and Texas Rwy. Co.	29.88	12.82	15,086.35	13					29.88 miles lap over 145018.
	Texas Junction (n. o.) and Franklin Junction (n. o.).		159.23	92.34							
145092	Kennett and Caruthersville.	St. Louis, Kennett and Southern R. R. Co.	25.28		650.00	6					Agreement.
145093	Rodelia and Holden.....	Missouri, Kansas and Texas Rwy. Co.	32.65	42.75	1,395.78	6					
145094	Trenton and Pattonsburg...	Omaha, Kansas City and Eastern R. R. Co.	34.25	42.75	1,464.18	6					
145095	Kennett and Senath	St. Louis, Kennett and Southern R. R. Co.	9.38		250.00	6					Do.
145096	Cardwell and Hornersville..	Paragould and Southeastern Rwy. Co.	10.95		300.00	6					Do.
145097	Smithville and Pattonsburg.	Kansas City and Northern Connecting R. R. Co.	57.08	42.75	2,440.17	6					
145098	Brownwood and Bloomfield .	Cape Girardeau, Bloomfield and Southern Rwy. Co.	15.00		300.00	6					Do.
145099	Zeta (n. o.) and Aquilla.....	do	2.55		100.00	6					Do.
145100	Morley and Morehouse.....	Houck's Missouri and Arkansas R. R. Co.	16.56		400.00	6					Do.
145101	Osceola and Bolivar.....	St. Louis and San Francisco R. R. Co.	38.40	42.75	1,641.60	6					
145102	Walker and Eldorado Springs.	Kansas City, Eldorado and Southern Rwy. Co.	14.54		400.00	6					Do.
145103	Paw Paw Junction (n. o.) and Portageville.	St. Louis and Memphis Rwy. Co.	13.25		250.00	6					Do.
145104	Ferguson and Jennings.....	Wabash Railroad Co.....	4.00			6					Pay not fixed.
			6,350.32		1,205,249.16				180,184.10		
	ARKANSAS.										
147001	Memphis, Tenn., and Hopefield, Ark.	Little Rock and Memphis R. R. Co.	1.00	83.79	8,931.75	11.61					Nonland grant.
	Hopefield and Little Rock...		132.00	67.03							Land grant.
147002	Helena and Clarendon.....	Arkansas Midland R. R. Co.	48.70	46.17	2,248.47	6					
147003	Little Rock and Fort Smith.	Little Rock and Fort Smith Rwy. Co.	166.36	110.80	18,432.68	14					All land grant.
147004	Trippe (n. o.) and Warren ..	St. Louis, Iron Mountain and Southern Rwy. Co.	49.23	51.30	2,525.49	7					
147005	Malvern and Hot Springs...	Hot Springs R. R. Co.....	22.49	129.11	2,903.68	28					
147006	Brinkley and Jacksonport...	White and Black River Valley Rwy. Co.	61.06	51.30	3,132.37	7.39					
147007	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.91	114.57	13,050.66	7.27					
147008	Fort Smith and Charleston..	Arkansas Central R. R. Co..	28.26		900.00	6					Agreement.
147009	Nashville and Hope.....	Arkansas and Louisiana Rwy. Co.	25.49	70.11	1,787.10	13					
147010	Gurdon and Eldorado.....	St. Louis, Iron Mountain and Southern Rwy. Co.	66.45	67.55	4,488.69	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ARKANSAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
147011	Searcy and West Point.....	Searcy and West Point R. R. Co.	7.57	45.32	343.07	14.63					
147012	Knobel and Helena.....	St. Louis, Iron Mountain and Southern Rwy. Co.	140.85	112.01	15,776.60	11.07					
147013	Seligman, Mo., and Eureka Springs, Ark.	Eureka Springs Rwy. Co....	19.92	88.07	1,754.35	14					
147014	Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy. Co.	42.13	72.68	3,062.00	11.28					
147015	NcNeil and Magnolia	Louisiana and Northwest R. R. Co.	6.66	48.74	324.60	7					
147016	Russellville and Dardanelle .	Dardanelle and Russellville Rwy. Co.	5.51	62.42	343.93	11.50					
147017	Smithton and Pike.....	Southwestern Arkansas and Indian Territory R. R. Co.	32.77	44.46	1,456.95	6					
147018	Rogers and Bentonville	Bentonville R. R. Co	7.00	53.01	371.07	14					
147019	Fort Smith and Fort Smith Junction (n. o.)	Kansas City, Pittsburg and Gulf R. R. Co.	16.58		708.79	6					Agreement.
147020	Pine Bluff and English.....	Pine Bluff and Arkansas River Rwy.	26.81	42.75	1,146.12	6					
147021	Fayetteville and St. Paul....	St. Louis and San Francisco R. R. Co.	35.60	46.17	1,643.65	7					
147022	Daleville and Fairview.....	Ultima Thule, Arkadelphia and Mississippi Rwy. Co.	17.44	42.75	745.56	6					
147023	Memphis, Tenn., and Bald Knob, Ark.	St. Louis, Iron Mountain and Southern Rwy. Co.	91.28	180.41	16,467.82	24.17					
147024	Jenson and Mansfield.....	St. Louis and San Francisco R. R. Co.	18.25	66.69	1,217.09	14					
147025	Fort Smith and Greenwood .	St. Louis, Iron Mountain and Southern Rwy. Co.	19.20	46.17	886.46	6					
147026	Little Rock and Altheimer..	St. Louis Southwestern Rwy. Co.	44.46	68.40	3,041.06	6					
147027	Saginaw Junction (n. o.) and Saginaw.	Saginaw and Ouachita River R. R. Co.	2.50		106.87	6					Do.
147028	Brinkley and Pine City (n. o.)	Brinkley, Helena and Indian Bay R. R. Co.	24.27	42.75	1,037.54	6					
147029	Texarkana and Doddridge ..	Texarkana and Shreveport R. R. Co.	28.50	42.75	1,218.37	6					

147030	Stuttgart and Gillett	Stuttgart and Arkansas River R. R. Co.	40.09	42.75	1,713.84	6					
147031	Paragould, Ark., and Cardwell, Mo.	Paragould Southeastern Rwy. Co.	12.19	42.75	521.12	10.50					
147032	St. Paul and Pettigrew	St. Louis and San Francisco R. R. Co.	8.06		344.56	6					Do.
147033	Doddridge and Ida	Texarkana and Shreveport R. R. Co.	6.06		200.00	6					Do.
147034	Eldorado and Junction	Arkansas Southern R. R. Co.	17.58	42.75	751.54	6					
147035	Coates (n. o.) and Gregory	White and Black River Valley Rwy. Co.	6.13	42.75	262.05	6					
147036	Vacant.										
147037	Desarc and Higginson	Des Arc and Northern Rwy. Co.	20.02		600.00	6					Do.
147038	Pocahontas and Hoxie	Hoxie, Pocahontas and Northern R. R. Co.	15.16	42.75	648.09	7					
147039	Vacant.										
147040	Magnolia, Ark., and Homer, La.	Louisiana and Northwest R. R. Co.	36.68		1,000.00	6					Do.
147041	St. Louis, Mo., and Texarkana, Ark.	St. Louis, Iron Mountain and Southern Rwy. Co.	490.19	613.89	261,065.89	21.58	483.39	150.00	72,508.50	2 lines 60 feet; 2 lines 40 feet.	Oak Hill Junction (n. o.) and Texarkana.
147042	Cairo, Ill., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	424.72	168.44	71,539.83	11.57	424.72	25.00	10,618.00	1 line 40 feet	
147043	Nettleton and Lake City	Jonesboro, Lake City and Eastern R. R. Co.	12.20	42.75	521.55	12					
147044	Stamps, Ark., and Clifford, La.	Louisiana and Arkansas R. R.	27.96		700.00	6					Agreement.
147045	Montrose and Hamburg	Mississippi River, Hamburg and Western Rwy. Co.	19.37		600.00	6					Do.
			2,438.66		450,521.26				83,126.50		
	LOUISIANA.										
149001	McGehee, Ark., and Alexandria, La.	St. Louis, Iron Mountain and Southern Rwy. Co.	191.58	75.24	14,414.47	7					
149002	New Orleans and Shreveport.	Texas and Pacific Rwy. Co.	307.03	157.32	57,059.83	14.08					Nonland grant.
	Shreveport and State Line (n. o.).		19.50	125.85							Land grant.
	State Line (n. o.), La., and Marshall, Tex.		40.07	157.32							Nonland grant.
149003	New Orleans and Lafayette	Morgan's Louisiana and Texas R. R. and Steamship Co.	145.86	300.96	43,898.02	14.19	145.49	65.00	9,456.85	1 line 50 feet; 1 line 40 feet.	
149004	Raceland Junction (n. o.) and Raceland.	do	2.23		95.33	6					Agreement.
149005	Vidalia and Jonesville	Natchez, Red River and Texas R. R. Co.	25.56	42.75	1,092.69	6					
149006	Clinton and Ethel	Yazoo and Mississippi Valley R. R. Co.	8.19	42.75	350.12	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	LOUISIANA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
149007	Slaughter, La., and Woodville, Miss.	Yazoo and Mississippi Valley R. R. Co.	41.81	56.43	2,359.33	6					
149008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R. Co.	174.29	114.91	20,027.66	7	173.72	25.00	4,343.00	1 line 40 feet..	
149009	Thibodeaux and Houma	Morgan's Louisiana and Texas R. R. and Steamship Co.	19.97	51.30	1,024.46	14					
149010	Lafayette, La., and Orange, Tex.	Louisiana Western R. R. Co.	113.48	277.02	31,436.22	15.39	112.46	65.00	7,309.90	1 line 50 feet; 1 line 40 feet.	
149011	McManus Station (n. o.) and Jackson.	Jackson R. R. Co.....	4.95	42.75	211.61	6					
149012	Cades and St. Martinsville..	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.83	42.75	291.98	7					
149013	Baton Rouge Junction (n. o.) and Baton Rouge.	Texas and Pacific Rwy. Co.	10.10	47.03	475.00	7					
149014	New Orleans and Pearl River	East Louisiana R. R. Co.....	32.69	4.28	1,466.74	9.67					32.69 miles lap over 126016.
	Pearl River and Covington.		26.30	50.45							
149015	Baldwin and Louisiana.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.44	42.75	660.06	7					
149016	Shreveport and Logansport.	Houston and Shreveport R. R. Co.	40.60	92.34	3,749.00	14					
149017	Cypress and Natchitoches ..	Natchitoches and Red River Valley Rwy. Co.	12.40	58.14	720.93	14					
149018	Homer and Bienville.....	Louisiana and Northwest R. R. Co.	35.56	43.61	1,550.77	10.37					
149019	New Louisville, Ark., and Shreveport, La.	St. Louis Southwestern Rwy. Co.	61.37	71.82	4,407.59	9.79					
149020	New Orleans and Belair.....	Louisiana Southern Rwy. Co.	29.40	42.75	1,256.85	6					
149021	Lafayette and Cheneyville ..	Morgan's Louisiana and Texas R. R. and Steamship Co.	25.55	10.26	4,773.14	7					25.55 miles lap over Route 149002.
	Cheneyville and Alexandria.		60.64	74.39							
149022	New Iberia and Iberia and Vermilion Junction (n. o.).	do	5.36	53.01	284.13	7					
149023	Minden and Lanesville.....	Arkansas, Louisiana and Southern Rwy. Co.	6.02	43.61	262.53	14					

149024	Algiers and Buras	New Orleans, Fort Jackson and Grand Isle R. R. Co.	59.62	47.88	2,854.60	13					
149025	Vacant.										
149026	Natchez, Miss., and Bastrop, La.	New Orleans and Northwestern Rwy. Co.	101.23	59.85	6,058.61	7					
149027	De Quincy and Lake Charles.	Kansas City, Pittsburg and Gulf R. R. Co.	22.78	48.74	1,110.29	14					
149028	Mandeville Junction (n. o.) and Mandeville.	East Louisiana R. R. Co	12.10	42.75	517.27	7					
149029	Lake Charles and Alexandria.	Kansas City, Watkins and Gulf Rwy. Co.	100.94	53.01	5,350.82	7					
149030	Shreveport and Coushatta	Shreveport and Red River Valley Rwy. Co.	46.13		1,500.00	6					Agreement.
149031	Clifford and Cotton Valley	Louisiana and Arkansas R. R.	11.14		278.89	6					Do.
149032	Iberia and Vermilion Junction (n. o.) and Abbeville.	Iberia and Vermilion R. R. Co.	16.64	46.17	768.26	7					
149033	Cotton Valley and Minden	Arkansas, Louisiana and Southern Rwy. Co.	18.25	42.75	780.18	6					
149034	Simmesport and Bunkie	St. Louis, Avoyelles and Southwestern Rwy. Co.	26.40	52.16	1,377.02	7					
149035	Junction (n. o.) and Marksville.	do	10.50	42.75	448.87	14					
149036	Eunice and Gueydan	Louisiana Western R. R. Co.	35.08	42.75	1,499.67	6					
			1,923.59		214,412.94				21,109.75		
	TEXAS.										
150001	Palestine and Houston	International and Great Northern R. R. Co.	150.78	156.47	23,592.54	14					
150002	Houston and San Antonio	Galveston, Harrisburg and San Antonio Rwy. Co.	209.22	200.93	42,038.57	15.21					
150003	Denison and Houston	Houston and Texas Central R. R. Co.	338.16	200.07	67,655.67	16.99					
150004	Hempstead and Austin	do	114.88	117.99	13,554.69	14					
150005	Bremond and Waco	do	44.03	129.11	5,684.71	14					
150006	Houston and Galveston	Galveston, Houston and Henderson R. R. Co.	50.11	147.92	7,412.27	31.50					
150007	Longview and Laredo	International and Great Northern R. R. Co.	498.25	230.85	115,021.01	21.22	343	40.00	13,720.00	1 line 50 feet	Longview to San Antonio.
150008	Houston and Columbia	do	50.60	64.13	3,244.97	6					
150009	Texarkana, Ark., and Sierra Blanca, Tex.	Texas and Pacific Rwy. Co.	774.30	200.93	164,059.38	11.83	97.59	80.00	14,016.00	2 lines 50 feet.	Texarkana to Longview.
	Sierra Blanca and El Paso		92.69	91.48			155.22	40.00		1 line 50 feet.	Longview to Fort Worth. 92.69 miles lap over 131039.
150010	Bridgeport and Jacksboro	Chicago, Rock Island and Texas Rwy. Co.	29.40		1,256.85	6					Agreement.
150011	Texarkana and Whitesboro, Tex.	Texas and Pacific Rwy. Co.	173.82	132.53	23,036.36	14					
150012	Orange and Houston	Texas and New Orleans R. R. Co.	106.28	277.88	29,533.08	14	105.63	65.00	6,865.95	1 line 40 feet; 1 line 50 feet.	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	TEXAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
150013	Jefferson and McKinney	Sherman, Shreveport and Southern Rwy. Co.	154.00	62.42	9,612.68	7					
150014	Columbus and Lagrange	Galveston, Harrisburg and San Antonio Rwy. Co.	31.64	42.75	1,352.61	6					
150015	Henderson and Overton.....	International and Great Northern R. R. Co.	16.68	54.72	912.72	14					
150016	Corpus Christi and Laredo..	Texas Mexican Rwy. Co....	162.41	45.32	7,360.42	7					
150017	Greenville and Mineola	Missouri, Kansas and Texas Rwy. Co. of Texas.	50.79	42.75	2,171.27	7					
150018	Brownsville and Isabel.....	Rio Grande R. R. Co	23.00	42.75	983.25	7					
150019	Port Lavaca and Cuero.....	Gulf, Western Texas and Pacific Rwy. Co.	56.36	60.71	3,421.61	6.51					
150020	San Antonio and Stockdale..	San Antonio and Gulf R. R..	37.13	42.75	1,587.30	6					
150021	Waxahachie and Garrett....	Central Texas and Northwestern Rwy. Co.	11.91	122.27	1,456.23	28					
150022	Whitesboro and Wichita Falls.	Missouri, Kansas and Texas Rwy. Co. of Texas.	104.41	70.11	7,320.18	7					
150023	Logansport, La., and Houston, Tex.	Houston, East and West Texas Rwy. Co.	191.87	92.34	17,717.27	7					
150024	Conroe and Somerville.....	Gulf, Colorado and Santa Fe Rwy. Co.	74.39	42.75	3,180.17	7					
150025	Texarkana, Ark., and Gatesville, Tex.	St. Louis Southwestern Rwy. Co. of Texas.	305.27	158.18	48,287.60	12.91					
150026	Georgetown and Round Rock.	International and Great Northern R. R. Co.	10.40	69.29	720.61	17.50					
150027	Fort Worth and Galveston..	Gulf, Colorado and Santa Fe Rwy. Co.	346.53	141.93	49,183.00	16.38					
150028	Denison and Smithville.....	Missouri, Kansas and Texas Rwy. Co. of Texas.	308.73	176.99	54,642.12	36.83					
150029	Rockland and Beaumont....	Sabine and East Texas Rwy. Co.	72.96	59.00	4,304.64	7					
150030	Dallas and Denton	Missouri, Kansas and Texas Rwy. Co. of Texas.	37.84	67.55	2,556.09	7					
150031	Dallas and Kemp.....	Texas Trunk R. R. Co	47.28	48.74	2,304.42	6					
150032	Mineola and Troup.....	International and Great Northern R. R. Co.	44.61	48.74	2,174.29	9.99					
150033	Kenedy and Corpus Christi..	San Antonio and Aransas Pass Rwy. Co.	88.43	88.92	7,863.19	7					

150034	Phelps and Huntsville	International and Great Northern R. R. Co.	8.36	53.01	443.16	14					
150035	Paris and Weatherford	Gulf, Colorado and Santa Fe Rwy. Co.	195.59	141.93	27,760.08	14.27					
150036	Rosenberg and Victoria	New York, Texas and Mexican Rwy. Co.	92.12	115.43	10,633.41	7					
150037	Forth Worth and Texline	Fort Worth and Denver City Rwy. Co.	452.27	130.82	59,165.96	7					
150038	Austin and Llano	Austin and Northwestern R. R. Co.	100.04	82.94	8,297.31	6					
150039	San Antonio and El Paso	Galveston, Harrisburg and San Antonio Rwy. Co.	622.79	141.08	87,863.21	8.48					
150040	Harwood and Gonzales	do	12.63	47.03	593.98	7					
150041	Echo (n. o.) and Belton	Missouri, Kansas and Texas Rwy. Co. of Texas.	7.44	63.27	470.72	21					
150042	Wylie and Dallas	St. Louis Southwestern Rwy. Co. of Texas.	25.21		180.00	6					Agreement.
150043	Spofford and Eagle Pass	Galveston, Harrisburg and San Antonio Rwy. Co.	35.64	111.15	3,961.38	7					
150044	Tyler and Lufkin	Tyler Southeastern Rwy. Co.	89.74	52.16	4,680.83	7					
150045	Beaumont and Sabine Pass	Sabine and East Texas Rwy. Co.	28.04	42.75	1,198.71	7					
150046	Colmesneil and Trinity	Missouri, Kansas and Texas Rwy. Co. of Texas.	67.06	42.75	2,866.81	6					
150047	Houston and Alvin	Gulf, Colorado and Santa Fe Rwy. Co.	26.08	140.22	3,656.93	35					
150048	Longview and Boren	Texas, Sabine Valley and Northwestern Rwy. Co.	41.05	47.03	1,930.58	6					
150049	Temple and San Angelo	Gulf, Colorado and Santa Fe Rwy. Co.	230.60	112.01	25,829.50	7.24					
150050	Vacant.										
150051	Coleman Junction (n. o.) and Coleman.	do	6.32	45.32	286.42	14					
150052	Fort Worth and Waxahachie	Fort Worth and New Orleans Rwy. Co.	41.40	106.02	4,389.22	14					
150053	Honey Grove and Ladonia	Gulf, Colorado and Santa Fe Rwy. Co.	12.21	42.75	521.97	12					
150054	Denison and Sherman Junction (n. o.).	Denison and Pacific Suburban Rwy. Co.	7.83		150.00	6					Do.
150055	Denison and Hillsboro	Missouri, Kansas and Texas Rwy. Co. of Texas.	172.94	124.83	21,588.10	14					
150056	Houston and San Marcos	do	167.77	109 44	18,360.74	11.79					
150057	Houston and San Antonio	San Antonio and Aransas Pass Rwy. Co.	237.98	112.01	26,656.13	12.18					
150058	San Antonio and Kerrville	do	70.92	73.53	5,214.74	7					
150059	Beaumont and Kirbyville	Gulf, Beaumont and Kansas City Rwy. Co.	55.07	48.74	2,684.11	7					
150060	Commerce and Sherman	St. Louis Southwestern Rwy. Co. of Texas.	52.13	51.30	2,674.26	7					
150061	Fort Worth and Brownwood	Fort Worth and Rio Grande Rwy. Co.	142.20	101.75	14,468.85	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	TEXAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
150062	Houston and Galveston	Galveston, Houston and Northern Rwy. Co.	56.96	42.75	2,435.04	7					
150063	Eaglelake and Bonus	Cane Belt R. R. Co	11.13		300.00	6					Agreement.
150064	Corsicana and Hillsboro	St. Louis Southwestern Rwy. Co. of Texas.	42.19	55.58	2,344.92	7					
150065	Vacant.										
150066	Panhandle and Washburn	Atchison, Topeka and Santa Fe Rwy. Co.	16.16	61.56	994.80	6					
150067	Mount Pleasant and Fort Worth.	St. Louis Southwestern Rwy. Co. of Texas.	154.78	141.93	21,967.92	14					
150068	Rockport and Gregory	San Antonio and Aransas Pass Rwy. Co.	21.32	42.75	911.43	14					
150069	Paris and Commerce Commerce and Greenville Greenville and Ennis	Texas Midland R. R.	38.05 14.40 72.56	93.20 17.10 93.20	10,555.09	14					14.40 miles lap over 150067.
150070	Beaumount and Galveston	Gulf and Interstate Rwy. Co. of Texas.	76.26	31.20	2,379.31	7					Agreement.
150071	Victoria and Beeville	Gulf, Western Texas and Pacific Rwy. Co.	55.44	65.84	3,650.16	7					
150072	Fairland and Marble Falls	Austin and Northwestern R. R. Co.	6.77	43.61	295.23	14					
150073	Whitesboro and Fort Worth	Texas and Pacific Rwy. Co.	71.80	1.71	122.77	3.50					Lap service over 150028.
150074	Austin Junction (n. o.) and Lockhart.	San Antonio and Aransas Pass Rwy. Co.	54.02	53.87	2,910.05	6					
150075	Texas Central Junction (n. o.) and Albany.	Texas Central R. R. Co	176.99	84.65	14,982.20	7					
150076	Waco and Yoakum	San Antonio and Aransas Pass Rwy. Co.	171.22	96.62	16,543.27	7.38					
150077	Skidmore and Alice	do	42.97	51.30	2,204.36	6					
150078	Wichita Falls and Seymour	Wichita Valley Rwy. Co	52.02	52.16	2,713.36	6					
150079	Pecos and State Line (n. o.)	Pecos River R. R. Co	54.22	76.10	4,126.14	6					
150080	Vacant.										
150081	Vacant.										
150082	Weatherford and Mineral Wells.	Weatherford, Mineral Wells and Northwestern Rwy. Co.	23.28	66.69	1,552.54	14					

150083	Vacant.										
150084	Vacant.										
150085	Laredo and Minera	Rio Grande and Eagle Pass Rwy. Co.	28.62	42.75	1,223.50	6					
150086	Anchor and Velasco	Velasco Terminal Rwy. Co.	20 31	53.01	1,076.63	12					
150087	Hearne and Stone City	Hearne and Brazos Valley R. R. Co.	19.23	42.75	822.08	14					
150088	Vacant.										
150089	Terrell and Fort Worth	Chicago, Rock Island and Texas Rwy. Co.	94.27	141.93	13,379.74	13					
150090	Marshall and Harleton	Texas Southern Rwy. Co.	19.00	42.75	812.25	6					
150091	Vacant.										
150092	Eagle Pass, Tex., and Ciudad Porfirio Diaz, Mexico.	Galveston, Harrisburg and San Antonio Rwy. Co.	1.62	86.36	139.90	7					
150093	Vacant.										
150094	Denison and Sherman	Missouri, Kansas and Texas Rwy. Co. of Texas.	11.30	42.75	483.07	13					
			9,217.48		1,170,654.64				34,601.95		
	INDIAN TERRITORY.										
153001	Atoka and Coalgate	Missouri, Kansas and Texas Rwy. Co.	14.34	51.30	735.64	18					
153002	Seneca, Mo., and Sapulpa, Ind. T.	St. Louis and San Francisco R. R. Co.	112.52	85.50	9,620.46	7					
153003	Vacant.										
153004	Vacant.										
153005	Fort Smith, Ark., and Coffeyville, Kans.	Kansas and Arkansas Valley Rwy. Co.	165.00	83.78	13,823.70	7					
153006	Wister, Ind. T., and Fort Reno, Okla.	Choctaw, Oklahoma and Gulf R. R. Co.	216.98	112.86	24,488.36	8.37					
153007	Baxter Springs, Kans., and Miami, Ind. T.	Kansas City, Fort Scott and Memphis R. R. Co.	14.62	42.75	625.00	6					
153008	Monett, Mo., and Paris, Tex.	St. Louis and San Francisco R. R. Co.	302.67	198.36	60,037.62	17.08	301.85	25.00	7,546.25	1 line 40 feet.	
153009	Purcell, Ind. T., and Fort Worth, Tex.	Gulf, Colorado and Santa Fe Rwy. Co.	172.05	150.48	25,890.08	14					
153010	Fort Scott, Kans., and Parsons.	Missouri, Kansas and Texas Rwy. Co.	48.37	242.82	77,296.25	14	322.64	65.00	20,971.60	1 line 50 feet; 1 line 40 feet.	Fort Scott to Parsons.
	Parsons and Chetopa		23.61	194.25							Land grant.
	Chetopa, Kans., and Denison, Tex.		251.07	242.82							
153011	Kansas City, Mo., and Belt Junction (n. o.), Mo.	Kansas City, Pittsburg and R. R. Co.	12.00	114.57	89,102.54	9.31					
	Belt Junction (n. o.) and Grand View, Mo.		11.50	17.96							11.50 miles lap over 145055.
	Grand View, Mo., and Port Arthur, Tex.		763.91	114.57							
			2,108.64		301,619.65				28,517.85		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OKLAHOMA TERRITORY.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
154001	Sapulpa, Ind. T., and Oklahoma, Okla.	St. Louis and San Francisco R. R. Co.	103.67	42.75	4,431.89	6					
154002	Tecumseh Junction (n. o.) and Tecumseh.	Tecumseh Rwy. Co	5.22	54.72	285.63	14					
154003	Arkansas City, Kans., and Purcell, Ind. T.	Atchison, Topeka and Santa Fe Rwy. Co.	154.48	196.65	30,378.49	14	153.87	25.00	3,846.75	1 line 40 feet.	
154004	Kiowa, Kans., and Panhandle, Tex.	do	217.13	90.63	19,678.49	6.34					
154005	Fort Reno and Weatherford.	Choctaw, Oklahoma and Gulf R. R. Co.	46.52		1,988.72	6					Agreement.
154006	Medford and Blackwell	Hutchinson and Southern Rwy. Co.	26.00	66.69	1.733.94	13					
154007	Chickasha, Ind. T., and Anadarko, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	19.30		600.00	6					Do.
			572.32		59,097.16				3,846.75		
	KANSAS.										
155001	Kansas City and Denver, Colo.	Union Pacific R. R. Co	640.37	317.21	203,131.76	14.55	639.76	65.00	41,584.40	1 line 50 feet; 1 line 40 feet.	
155002	Lawrence and Leavenworth.	do	34.35	57.29	1,967.91	6					
155003	Atchison and Waterville	Central Branch Union Pacific R. R. Co.	100.71	172.71	17,393.62	14					
155004	Lawrence and Coffeyville	Atchison, Topeka and Santa Fe Rwy. Co.	141.54	119.69	16,940.92	13.61					All land grant.
155005	Cherryvale and Hunnewell.	do	131.59	124.83	16,426.37	8.78					
155006	Holiday Junction (n. o.) and Burlington.	do	91.34	178.70	16,322.45	18.11					
155007	St. Joseph, Mo., and Hastings, Nebr.	St. Joseph and Grand Island Rwy. Co.	227.32	124.48	32,291.29	14					Land grant.
	Hastings, Nebr., and Grand Island, Nebr.		25.67	155.61							
155008	Kansas City, Mo., and Webb City, Mo.	Kansas City, Fort Scott and Memphis R. R. Co.	181.20	199.22	36,098.66	17.75	98.60	25.00	2,465.00	1 line 40 feet	Kansas City to Fort Scott.
155009	Junction City and Parsons	Missouri, Kansas and Texas Rwy. Co.	157.34	67.72	10,655.06	7					All land grant.

155010	Kansas City, Mo., and Topeka, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	66.48	407.84	198,613.97	25.60	234.10	90.00	46,463.80	1 line 60 feet; 1 line 50 feet.	Kansas City, Mo., to Hutchinson, Kans.
	Topeka to State Line (n. o.).		420.04	326.27			238.47	90.00		1 line 60 feet; 1 line 50 feet.	Kinsley, Kans., to Lajunta, Colo.
	State Line to Lajunta, Colo..		84.48	407.84			98.30	40.00		1 line 50 feet..	Hutchinson, Kans., to Kinsley, Kans. Topeka to State Line (n. o.), 420.04 miles, land grant.
155011	Newton and Arkansas City.	do	79.02	245.39	19,390.71	21.57	78.37	25.00	1,959.25	1 line 40 feet ..	
155012	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River R. R. Co. in Nebr.	223.67	138.51	30,980.53	11.10	39.40	25.00	985.00	do	Rulo to Tablerock.
155013	Leavenworth and Miltonvale	Leavenworth, Kansas and Western Rwy. Co.	165.99	64.13	10,644.93	6					
155014	Vacant.										
155015	Junction City and Concordia.	Junction City and Fort Kearney Rwy. Co.	71.45	81.23	5,803.88	12					
155016	Vacant.										
155017	Florence and Winfield	Atchison, Topeka and Santa Fe Rwy. Co.	74.38	86.36	6,423.45	7.91					
155018	Kansas City, Mo., and Paola Station (n. o.).	Missouri, Kansas and Texas Rwy. Co.	43.01	74.38	3,199.08	14					Lap service over route 155008.
155019	Carl Junction, Mo., and Wichita, Kans.	St. Louis and San Francisco R. R. Co.	177.29	170.15	30,165.89	14					
155020	Girard, Kans., and Joplin, Mo.	do	39.13	120.56	4,717.51	8.75					
155021	Waterville and Washington.	Central Branch Union Pacific R. R. Co.	20.67	140.22	2,898.34	15.81					
155022	Greenleaf and Lenora	do	180.24	127.40	22,962.57	10.37					
155023	Emporia and Moline	Atchison, Topeka and Santa Fe Rwy. Co.	84.38	55.58	4,689.84	7.43					
155024	Cherryvale, and Arcadia....	Kansas City, Fort Scott and Memphis R. R. Co.	73.96	67.55	4,995.99	8.01					
155025	Solomon and Beloit.....	Solomon R. R. Co.	57.88	91.49	5,295.44	12					
155026	Atchison and Topeka	Atchison, Topeka and Santa Fe Rwy. Co.	51.04	95.76	4,887.59	14.08					Land grant.
155027	Yuma and Warwick	Central Branch Union Pacific R. R. Co.	30.87	43.61	1,346.23	6					
155028	Salina and McPherson	Salina and Southwestern Rwy. Co.	36.58	47.03	1,720.35	6					
155029	Downs and Alton	Central Branch Union Pacific R. R. Co.	23.89	94.05	2,246.85	13					
155030	Florence and Ellinwood.....	Atchison, Topeka and Santa Fe Rwy. Co.	99.20	67.55	6,700.96	7.98					
155031	Paola and Leroy	Missouri Pacific Rwy. Co...	58.26	165.87	9,663.58	14					
155032	Jamestown and Burroak.. .	Central Branch Union Pacific R. R. Co.	33.84	58.14	1,967.45	12					
155033	Osawatomie and Ottawa	Missouri Pacific Rwy. Co...	21.73	148.77	3,232.77	7					
155034	Burlingame and Alma.....	Burlingame and Northwestern Rwy. Co.	35.84	47.88	1,716.01	6					
155035	Augusta and Kiowa	Atchison, Topeka and Santa Fe Rwy. Co.	107.27	122.27	13,115.90	7.80					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	KANSAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
155036	Fort Scott and Kiowa	Kansas and Colorado Pacific Rwy. Co.	243.85	132.53	32,317.44	12.29					
155037	Wellington and Caldwell	Atchison, Topeka and Santa Fe Rwy. Co.	21.17	42.75	905.01	7					
155038	Leavenworth and Meriden Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy.	45.31	55.58	2,518.32	6					
155039	Pittsburg and Longton	Atchison, Topeka and Santa Fe Rwy. Co.	99.33	50.45	5,011.19	7.50					
155040	Atchison, Kans., and Omaha, Nebr.	Missouri Pacific Rwy. Co	164.21	144.50	23,728.34	11.22					
155041	Ottawa and Emporia	Atchison, Topeka and Santa Fe Rwy. Co.	56.83	171.00	9,717.93	10.38					
155042	Wichita and Pratt	do	80.26	59.85	4,803.56	6.64					
155043	Weir City Junction (n. o.) and Mackie Station (n. o.).	Kansas City, Fort Scott and Memphis R. R. Co.	7.00	44.46	311.22	17.70					
155044	Lawrenceburg and Belleville.	Junction City and Fort Kearney Rwy. Co.	17.72	59.85	1,060.54	12					
155045	Butler, Mo., and Madison, Kans.	Kansas and Colorado Pacific Rwy. Co.	108.93	46.17	5,029.29	6					
155046	Eldorado and McPherson	do	62.51	43.61	2,726.06	6					
155047	Alton and Stockton	Rooks County R. R. Co	19.09	82.94	1,583.32	13					
155048	Attica and Medicine Lodge.	Atchison, Topeka and Santa Fe Rwy. Co.	21.58	48.74	1,051.80	12					
155049	Beaumont and Arkansas City.	St. Louis and San Francisco R. R. Co.	57.55	52.16	3,001.80	10.50					
155050	Arkansas City and Anthony.	Kansas Southwestern R. R. Co.	60.62	45.32	2,747.29	6					
155051	Wichita and Geneseo	Kansas and Colorado Pacific Rwy. Co.	88.14	89.78	7,913.20	14					
155052	Hutchinson and Kinsley	Atchison, Topeka and Santa Fe Rwy. Co.	84.64	329.18	27,861.79	18.50	84.03	50.00	4,201.50	1 line 60 feet	
155053	Independence and Cedarvale	do	56.06	60.71	3,403.40	7					
155054	Vacant.										
155055	Quenemo and Osage City	do	20.63	42.75	881.93	12					
155056	Chetopa and Larned	Kansas and Colorado Pacific Rwy. Co.	273.55	70.11	19,178.59	6.88					
155057	Salina and Oakley	Union Pacific R. R. Co	226.05	65.84	14,883.13	6					
155058	Vacant.										

155059	Greatbend and Scott	Atchison, Topeka and Santa Fe Rwy. Co.	121.24	52.16	6,323.87	6					
155060	Topeka and Fort Scott	Kansas and Colorado Pacific Rwy. Co.	130.42	63.27	8,251.67	6					
155061	Larned and Jetmore	Atchison, Topeka and Santa Fe Rwy. Co.	46.94	42.75	2,006.68	6					
155062	Vacant.										
155063	Leroy and Dearing	Missouri Pacific Rwy. Co	81.63	129.11	10,539.24	14					
155064	Vacant.										
155065	Little River and Holyrood	Atchison, Topeka and Santa Fe Rwy. Co	26.50	42.75	1,132.87	6					
155066	Vacant.										
155067	Ottawa, Kans., and Towner, Colo.	Kansas and Colorado Pacific Rwy. Co.	408.03	137.66	56,169.40	7.58					
155068	Mulvane and Englewood	Atchison, Topeka and Santa Fe Rwy. Co.	167.04	67.55	11,283.55	6					
155069	Benedict and Madison	do	46.22	42.75	1,975.90	6					
155070	Vacant.										
155071	Hoisington and Greatbend	Kansas and Colorado Pacific Rwy. Co.	10.41	42.75	445.02	10.50					
155072	Colony and Yates Center	Atchison, Topeka and Santa Fe Rwy. Co.	25.60	42.75	1,094.40	12					
155073	Vacant.										
155074	Vacant.										
155075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	434.69	160.74	69,872.07	11.64	82.40	50.00	4,120.00	2 lines 40 feet	North Topeka Station (n. o.) and Herington, Kans.
155076	Horton, Kans., and Nelson, Nebr.	do	166.53	77.81	12,957.69	6.51					
155077	Bazaar and Barnard	Atchison, Topeka and Santa Fe Rwy. Co.	131.96	88.92	11,733.88	18.87					
155078	Roper and Peru Junction (n. o.).	Missouri Pacific Rwy. Co	51.77	48.74	2,523.26	6					
155079	Kansas City, Mo., and Virginia, Nebr.	Kansas City Northwestern R. R. Co.	162.17	95.76	15,529.39	7.12					
155080	Burlington and Gridley	Atchison, Topeka and Santa Fe Rwy. Co.	11.10	42.75	474.52	6					
155081	Olcott and Iuka	Kansas Southwestern Rwy. Co.	20.08	42.75	858.42	6					
155082	Herington, Kans., and Terral, Ind. T.	Chicago, Rock Island and Pacific Rwy. Co.	348.44	188.96	65,841.22	11.99	73.10 123.10	50.00 25.00	1,827.50 3,077.50	2 line 40 feet 1 line 40 feet	Herington and Wichita, Kans. Wichita and Caldwell, Kans.
155083	Coffeyville and Paola	Missouri, Kansas and Texas Rwy. Co.	125.08	173.57	21,710.13	13.74					
155084	Vacant.										
155085	Vacant.										
155086	Geneseo and Kanopolis	Kanopolis and Kansas Central Rwy. Co.	14.80	42.75	632.70	7					
155087	Wichita and Ellsworth	Kansas Midland Rwy	104.60	64.13	6,707.99	7					
155088	Manchester, Kans., and Superior, Nebr.	Atchison, Topeka and Santa Fe Rwy. Co.	81.36	76.95	6,260.65	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KANSAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
155089	Belleville and McFarland	Chicago, Rock Island and Pacific Rwy. Co.	104.69	227.43	23,809.64	14					
155090	Vacant.										
155091	Kansas City, Mo., and Paola, Kans.	Missouri Pacific Rwy. Co	54.03	200.93	10,856.24	14					
155092	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy. Co.	26.90	42.75	1,149.97	6					
155093	Dexter and Arkansas City	Kansas and Colorado Pacific Rwy. Co.	26.32	46.17	1,215.19	7					
155094	Warwick, Kans., and Prosser, Nebr.	Pacific Rwy. Co. in Nebr	72.57	42.75	3,102.36	6					
155095	Gypsum and Marquette	Kansas and Colorado Pacific Rwy. Co.	27.60	42.75	1,179.90	7					
155096	Herrington and Salina	Chicago, Rock Island and Pacific Rwy. Co.	49.87	42.75	2,131.94	7					
155097	Vacant.										
155098	Vacant.										
155099	Menager Junction (n. o.) and Leavenworth Station (n. o.).	Kansas City Northwestern R. R. Co.	12.53	47.03	589.28	14					
155100	Kansas City, Mo., and North Topeka Station (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	67.20	224.86	15,110.59	20	67.20	50.00	3,360.00	2 lines 40 feet.	Lap service over route 155001.
155101	Hutchinson, Kans., and Medford, Okla.	Hutchinson and Southern Rwy. Co.	105.12	84.65	8,898.40	13					
155102	Fort Scott and Yale	Missouri Pacific Rwy. Co	27.90	42.75	1,192.72	6					
155103	Hawthorn and Wilder	Atchison, Topeka and Santa Fe Rwy. Co.	46.33	42.75	1,980.60	4.78					
155104	Abilene and Salina	do	23.37	44.46	1,039.93	6					
155105	Leavenworth, Kans., and Menager Junction (n. o.).	Chicago Great Western Rwy. Co.	13.13	60.70	1,596.17	13.50					Lap service over route 155099.
	Menager Junction (n. o.) and Kansas City, Mo.		20.32	39.33							Lap service over route 155079.
155106	Meriden Junction (n. o.) and Topeka.	Leavenworth, Topeka and Southwestern Rwy.	10.67	8.89	94.85	6					Lap service over route 155026, land grant.
			9,312.21		1,307,514.41				110,043.45		

	NEBRASKA.										
157001	Union Pacific Transfer (n.o.), Iowa, and Ogden, Utah.	Union Pacific R. R. Co	1,033.72	815.67	843,174.39	26.46	518.42 359.15 155.63	190.00 150.00 100.00	167,935.30	3 lines 60 feet; 1 line 50 feet. 3 lines 60 feet. 2 lines 60 feet.	U. P. Transfer (n. o.) to Cheyenne, Wyo. Cheyenne to Granger, Wyo. Granger to Ogden, Utah.
157002	Omaha, Nebr., and Denver, Colo.	Burlington and Missouri River R. R. Co. in Nebraska.	538.83	285.57	153,873.68	20.24	283.30 254.90	80.00 25.00	29,036.50	2 lines 50 feet. 1 line 40 feet..	Omaha to McCook, Nebr. McCook to Denver, Colo.
157003	Omaha, Nebr., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	123.97	139.37	17,277.69	21.80	123.40	25.00	3,085.00	1 line 40 feet..	
157004	Omaha and Oreopolis Junction (n. o.).	Burlington and Missouri River R. R. Co. in Nebraska.	16.60	324.90	5,393.34	31	16.60	40.00	664.00	1 line 50 feet..	
157005	Nebraska City and Lincoln	do	58.21	71.82	4,180.64	7.95					
157006	Crete and Beatrice	do	30.24	133.38	4,033.41	15.48					
157007	Coburn Junction (n. o.) and Newcastle.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	26.78	51.30	1,373.81	12					
157008	Valley and Stromsburg	Union Pacific R. R. Co	90.63	68.40	6,199.09	6					
157009	Vacant.										
157010	Fremont, Nebr., and Deadwood, S. Dak.	Fremont, Elkhorn and Missouri Valley R. R. Co.	556.55	176.13	98,025.15	8.03	213.85	40.00	8,554.00	1 line 50 feet..	Fremont to Longpine, Nebr.
157011	Vacant.										
157012	Columbus and Norfolk	Union Pacific R. R. Co	50.52	81.23	4,103.73	14.23					
157013	Lincoln, Nebr., and Manhattan, Kans.	do	133.76	88.07	11,780.24	9.65					
157014	Valparaiso and Lincoln	do	20.03	82.08	1,644.06	12					
157015	Grand Island and Ord	do	63.97	83.79	5,360.04	8.06					
157016	Beatrice and Red Cloud	Burlington and Missouri River R. R. Co. in Nebraska.	119.97	138.51	16,617.04	8.03	107.30	25.00	2,682.50	1 line 40 feet..	Wymore to Red Cloud, Nebr.
157017	Oconee and Albion	Union Pacific R. R. Co	34.22	72.68	2,487.10	12					
157018	Norfolk Junction (n. o.) and Verdigris.	Fremont, Elkhorn and Missouri Valley R. R. Co.	54.15	70.11	3,796.45	6.35					
157019	Nebraska City and Beatrice.	Burlington and Missouri River R. R. Co. in Nebraska.	94.91	82.08	7,790.21	6					
157020	Wymore and Table Rock	do	40.39	147.92	5,974.48	7	39.20	25.00	980.00	1 line 40 feet..	
157021	Emerson and Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	46.50	102.60	4,770.90	13					
157022	Wakefield and Hartington	do	34.04	69.26	2,357.61	12					
157023	Vacant.										
157024	Fairmont and Chester	Burlington and Missouri River R. R. Co. in Nebraska.	47.98	67.55	3,241.04	12					
157025	Genoa and Cedar Rapids	Union Pacific R. R. Co	30.82	59.00	1,818.38	12					
157026	Dewitt and Superior	Burlington and Missouri River R. R. Co. in Nebraska.	85.85	68.40	5,872.14	6					
157027	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157028	Odell and Concordia	Burlington and Missouri River R. R. Co., in Nebraska.	72.31	56.14	4,204.10	6					
157029	Hastings and Oxford	do	105.75	124.83	13,200.77	9.63	64.70	25.00	1,617.50	1 line 40 feet	
157030	Kenesaw and Kearney	do	24.66	54.72	1,349.39	12					
157031	Vacant.										
157032	Republican City and Oberlin	do	78.73	59.85	4,711.99	6					
157033	St. Paul and Loup	Union Pacific R. R. Co	39.61	42.75	1,693.32	12					
157034	Vacant.										
157035	Chadron, Nebr., and Casper, Wyo.	Fremont, Elkhorn and Missouri Valley R. R. Co.	193.31	69.26	13,388.65	6					
157036	Lincoln, Nebr., and Edgemont, S. Dak.	Burlington and Missouri River R. R. Co. in Nebraska.	472.00	188.96	89,189.12	9.47	471.90	25.00	11,797.50	1 line 40 feet	
157037	Fremont and Lincoln	Fremont, Elkhorn and Missouri Valley R. R. Co.	52.36	131.67	6,894.24	18.16					
157038	Vacant.										
157039	Plattsmouth and Ashland	Burlington and Missouri River R. R. Co. in Nebraska.	31.01	140.22	4,348.22	9.71	4.30	40.00	172.00	1 line 50 feet	Plattsmouth to Oreopolis Junction (n. o.).
157040	Union and Lincoln	Missouri Pacific Rwy. Co	47.72	102.60	4,896.07	15.65					
157041	Scribner and Oakdale	Fremont, Elkhorn and Missouri Valley R. R. Co.	115.65	70.97	8,207.68	6.55					
157042	Holdrege, Nebr., and Cheyenne, Wyo.	Burlington and Missouri River R. R. Co. in Nebraska.	336.82	62.27	21,310.60	6					
157043	Edgar and Holdrege	do	80.93	53.87	4,359.69	6					
157044	Aurora and Hastings	do	28.28	54.72	1,547.48	6					
157045	Fairfield and Stromsburg	Kansas City and Omaha Rwy. Co.	65.48	53.87	3,527.40	8.84					
157046	Orleans, Nebr., and Atwood, Kans.	Burlington and Missouri River R. R. Co. in Nebraska.	92.96	59.00	5,485.82	6					
157047	Vacant.										
157048	Gilmore Junction (n. o.) and Auburn.	Missouri Pacific Rwy. Co	59.41	166.73	9,905.42	16.68					
157049	Aurora and Arcadia	Burlington and Missouri River R. R. Co. in Nebraska.	90.66	68.40	6,201.14	6					

	UTAH.										
169001	Ogden and Frisco	Oregon Short Line R. R. Co.	275.93	133.38	36,803.54	9.32					
169002	Grand Junction, Colo., and Ogden, Utah.	Rio Grande Western Rwy. Co.	329.48	141.06	46,483.05	16.54					
169003	Ogden, Utah, and Silver Bow, Mont.	Oregon Short Line R. R. Co.	390.18	155.63	60,715.90	7.88					
169004	West Jordan and Bingham Canyon.	Rio Grande Western Rwy. Co.	15.38	42.75	656.35	14					
169005	Salt Lake City and Stockton.	Oregon Short Line R. R. Co.	39.27	43.63	1,712.56	6					
169006	Vacant.										
169007	Cache Junction, Utah, and Preston, Idaho.	do	42.65	79.52	3,391.52	9.55					
169008	Echo City and Park City	Echo and Park City Rwy. Co.	28.34	43.61	1,235.90	7					
169009	Colton and Scofield	Rio Grande Western Rwy. Co.	16.12	42.75	689.13	6					
169010	Nephi and Manti	San Pete Valley Rwy. Co.	49.38	42.75	1,851.93	7					
169011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	53.93	53.87	2,905.20	7					
169012	Silver City Junction (n. o.) and Eureka.	do	3.41	49.75	165.75	7					
169013	Salt Lake City and Park City.	Rio Grande Western Rwy. Co.	33.80	55.58	1,879.02	7					
169014	Thistle and Belknap Station (n. o.).	do	123.63	82.08	10,147.55	7					
169015	Springville and Silver City	do	44.87	53.01	2,378.55	6.89					
169016	Milford and Lund (n. o.)	Utah and Pacific R. R. Co.	33.15		1,663.15	6					Do.
169017	Vacant.										
169018	Vacant.										
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.80	44.48	523.62	7					
169020	Mammoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.73	42.75	73.95	7					
			1,491.69		173,185.20						
	IDAHO.										
170001	Shoshone and Ketchum	Oregon Short Line R. R. Co.	70.11	54.73	3,836.41	6					
170002	Hauser and Cœur d'Alene	Northern Pacific Rwy. Co.	13.48	45.32	610.91	6					
170003	Wallace and Burke	do	7.15	43.61	311.81	13					
170004	Nampa and Boise	Oregon Short Line R. R. Co.	20.20	98.33	1,986.26	14					
170005	Nampa and Guffey	Boise, Nampa and Owyhee Rwy. Co., limited.	23.32	52.16	1,216.37	7					
170006	Tekoa, Wash., and Wallace, Idaho.	Oregon R. R. and Navigation Co.	80.24	82.94	6,655.10	7					
170007	Juliaetta and Lewiston	Northern Pacific Rwy. Co.	22.69		969.99	6					Do.
170008	Pullman Junction (n. o.), Wash., and Juliaetta, Idaho.	do	38.18	70.11	2,676.79	7					
			275.37		18,263.64						

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	SOUTH DAKOTA.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
159001	Sioux City, Iowa, and Edgeley, N. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	330.45	138.51	45,770.62	7.57					
159002	Canton and Chamberlain	do	146.85	115.43	16,950.89	6					
159003	Flandreau and Sioux Falls	do	38.86	107.73	4,186.38	6.61					
159004	Sioux Falls Junction (n. o.) and Woonsocket.	do	83.15	74.39	6,185.52	6					
159005	Marion and Running Water.	do	62.50	68.40	4,275.00	6					
159006	Vacant.										
159007	Vacant.										
159008	Brookings and Watertown	Chicago and Northwestern Rwy. Co.	48.12	75.24	3,620.54	12					
159009	Vacant.										
159010	Centerville and Yankton	do	29.24	42.75	1,250.01	12					
159011	Millbank and Sisseton	Chicago, Milwaukee and St. Paul Rwy. Co.	37.80	42.75	1,615.95	6					
159012	Oakes, N. Dak., and Huron, S. Dak.	Chicago and Northwestern Rwy. Co.	136.55	101.75	13,893.96	6					
159013	Watertown and Gettysburg	do	146.95	66.69	9,800.09	6					
159014	Tripp and Armour	Chicago, Milwaukee and St. Paul Rwy. Co.	20.26	65.84	1,333.91	6					
159015	Eureka and Orient	do	67.77	53.01	3,592.48	4.18					
159016	Vacant.										
159017	Madison and Bristol	do	103.54	76.95	7,967.40	6					
159018	Doland and Groton	Chicago and Northwestern Rwy. Co.	39.26	51.30	2,014.03	6					
159019	Sioux Falls and Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	72.29	61.56	4,450.17	6					
159020	Elkton and Pierre	Chicago and Northwestern Rwy. Co.	207.99	132.53	27,564.91	9.08					
159021	Watertown and Huron	Duluth, Watertown and Pacific Rwy. Co.	70.67	45.32	3,202.76	3					
159022	Hawarden, Iowa, and Iroquois, S. Dak.	Chicago and Northwestern Rwy. Co.	126.50	128.25	16,223.62	8.36					
159023	Lead and Piedmont	Black Hills and Fort Pierre R. R. Co.	37.61	71.82	2,701.15	7					
159024	Deadwood and Edgemont	Burlington and Mo. River R. R. Co. in Nebraska.	107.04	83.79	8,968.88	7.19					

159025	Buffalo Gap and Hot Springs.	Fremont, Elkhorn and Mo. Valley R. R. Co.	13.93	48.74	678.94	14					
159026	Ortonville, Minn., and Bowdle, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	167.47	172.71	28,923.74	6.80	109.70	25.00	2,742.50	1 line 40 feet..	Ortonville and Aberdeen.
159027	Minnekahta and Hot Springs	Burlington and Mo. River R. R. Co. in Nebraska.	13.50	42.75	577.12	14					
159028	Vacant.										
159029	Whitewood and Bellefourche	Fremont, Elkhorn and Missouri Valley R. R. Co.	18.93	50.45	955.01	6					
159030	Vacant.										
159031	Sioux Falls and Yankton....	Willmar and Sioux Falls Rwy. Co.	62.40	73.53	4,588.27	6					
159032	Vacant.										
159033	Pluma and Lead	Burlington and Mo. River R. R. Co. in Nebraska.	1.66	42.75	70.96	14					
			2,191.29		221,362.31				2,742.50		
	NORTH DAKOTA.										
161001	Casselton and Hope.....	Great Northern Rwy. Co....	39.92	42.75	1,706.58	3.72					
161002	Grand Forks and Neche	do	79.66	182.97	14,575.39	7	79.54	40.00	3,181.60	1 line 50 feet..	
161003	Breckenridge, Minn., and Hannah, N. Dak.	do	227.82	123.98	28,245.12	6.02	1.00	40.00	40.00	1 line 50 feet..	Breckenridge, Minn., and Wahpeton, N. Dak.
161004	Vacant.										
161005	Fargo and Edgeley.....	Northern Pacific Rwy. Co...	110.41	73.53	8,112.44	6					
161006	Jamestown and Leeds.....	do	108.66	53.87	5,853.51	3					
161007	Sanborn and Cooperstown ..	do	37.23	46.17	1,718.90	6					
161008	Fargo, N. Dak., and Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy. Co.	119.42	79.52	9,496.27	6					
161009	Vacant.										
161010	Fargo, N. Dak., and Spokane, Wash.	Great Northern Rwy. Co ...	1,231.85	238.55	293,857.81	8.39	78.12 206.35 430.41	80.00 40.00 12.50	19,883.72	2 lines 50 feet. 1 line 50 feet.. 1 line 40 feet..	Fargo to Grand Forks, N. Dak. Grand Forks to Minot, N. Dak. Minot, N. Dak., to Havre, Mont.
161011	Tintah Junction (n. o.), Minn., and Aberdeen, S. Dak.	do	119.30	65.84	7,854.71	3					
161012	Vacant.										
161013	Vacant.										
161014	Vacant.										
161015	Fairmount and Oakes	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	73.46	117.99	8,667.54	4.41					
161016	Grand Forks and Pembina..	Northern Pacific Rwy. Co ..	94.14	79.52	7,486.01	7					
161017	Vacant.										
161018	Hankinson and Portal.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.58	188.10	64,815.49	7					
161019	Wahpeton and Milnor	Northern Pacific Rwy. Co...	41.64	42.75	1,780.11	6					
			2,628.09		454,175.88				23,105.32		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

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	MONTANA.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
163001	Silver Bow and Garrison	Montana Union Rwy. Co	44.50	94.91	4,223.49	18.28					
163002	Logan Station (n. o.) and Butte.	Northern Pacific Rwy. Co	71.60	148.64	10,284.62	7					
163003	Stuart and Anaconda	Butte, Anaconda and Pacific Rwy. Co.	8.95	106.02	948.87	47					
163004	Drummond and Phillipsburg	Northern Pacific Rwy. Co	26.52	53.01	1,405.82	6					
163005	Butte and Great Falls	Montana Central Rwy. Co	172.37	122.27	21,075.67	14					
163006	Leadboro and Lombard	Montana R. R. Co	55.96	52.16	2,918.87	6					
163007	Birdseye and Marysville	Northern Pacific Rwy. Co	12.50	42.75	534.37	6					
163008	Missoula and Grantsdale	do	51.49	71.82	3,698.01	6					
163009	Silver Bow and Butte	Montana Union Rwy. Co	7.98	157.32	1,255.41	41					
163010	Butte and Anaconda	Butte, Anaconda and Pacific Rwy. Co.	26.89	42.75	1,149.54	6					
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co	45.03	54.72	2,464.04	6					
163012	Livingston and Cinnabar	do	51.41	53.01	2,725.24	6					
163013	Rockvale and Bridger	do	19.43	42.75	830.63	6					
163014	Missoula, Mont., and Spokane, Wash.	do	258.10	192.88	49,782.32	7.16					All land grant.
163015	Great Falls and Neihart	Montana Central Rwy. Co	68.79	44.46	2,969.48	3					
163016	Pacific Junction (n. o.) and Great Falls.	Great Northern Rwy. Co	115.34	134.24	15,483.24	7					
163017	Desmet Station (n. o.) and Wallace, Idaho.	Northern Pacific Rwy. Co	128.43	54.72	7,027.63	6					
163018	Vacant.										
163019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	134.80	42.75	5,762.70	5.87					
163020	Vacant.										
			1,298.09		134,540.00						
	WYOMING.										
164001	Granger, Wyo., and Huntington, Oreg.	Oregon Short Line R. R. Co.	541.48	288.14	156,022.04	7	541.29	50.00	27,064.50	1 line 60 feet	
164002	Cheyenne and Orin	Colorado and Southern Rwy. Co.	153.97	65.84	10,137.38	6					
164003	Allen Junction (n. o.) and Manna.	Carbon Cut Off Rwy. Co	16.14		400.00	6					Agreement.

164004	Edgemont, S. Dak., and Billings, Mont.	Burlington and Missouri River R. R. Co. in Nebraska.	365.89	154.76	56,625.13	7					
164005	Bellefourche, S. Dak., and Aladdin, Wyo.	Wyoming and Missouri River R. R. Co.	18.19		600.00	6					Do.
164006	Newcastle and Cambria	Burlington and Missouri River R. R. Co. in Nebraska.	7.19	42.75	307.37	6					
			1,102.86		224,091.92				27,064.50		
	COLORADO.										
165001	Pueblo and Trinidad	Denver and Rio Grande R. R. Co.	91.78	101.75	9,338.61	7					
165002	Brighton and Boulder	Union Pacific R. R. Co	27.92	42.75	1,194.00	6					
165003	Denver and Fort Collins	Colorado and Southern Rwy. Co.	75.08	139.37	10,463.89	14.78					
165004	Mears (n. o.), Colo., and Espanola, N. Mex.	Denver and Rio Grande R. R. Co.	194.50	112.86	21,951.27	6.50					
165005	Denver and Leadville	Colorado and Southern Rwy. Co.	152.38	118.85	18,104.42	11.26					
165006	Lajunta, Colo., and El Paso, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	601.94	250.52	150,798.00	10.03	347.50	40.00	13,900.00	1 line 50 feet	Lajunta to Albuquerque.
165007	Denver, Colo., and Cheyenne, Wyo.	Union Pacific R. R. Co	107.62	212.90	22,912.29	21.65					
165008	Louisville Junction (n. o.) and Lafayette.	Colorado and Southern Rwy. Co.	6.24	42.75	266.76	14					
165009	Boulder and Ward	Colorado and Northwestern Rwy. Co.	26.50		1,132.87	6					Agreement.
165010	Vacant.										
165011	Cucharas and Creede	Denver and Rio Grande R. R. Co.	150.83	54.72	8,253.41	7.60					
165012	Salida and Grand Junction	do	209.41	123.98	25,962.65	27.10					
165013	Edith, Colo., and Lumberton, N. Mex.	Rio Grande and Pagosa Springs R. R. Co.	6.08		257.78	6					Do.
165014	Carbondale and Redstone	Crystal River R. R. Co	16.91		722.90	6					Do.
165015	Como and Alma	Colorado and Southern Rwy. Co.	33.20	44.48	1,476.07	7					
165016	Gunnison and Crested Butte	Denver and Rio Grande R. R. Co.	28.48	42.75	1,217.52	6					
165017	Julesburg and Lasalle	Union Pacific R. R. Co	150.96	107.73	16,262.92	7					
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. R. Co.	41.66	49.59	2,065.91	14					
165019	Denver and Newcastle	do	384.99	214.61	82,622.70	21.43					
165020	Argo Junction (n. o.) and Silver Plume.	Colorado and Southern Rwy. Co.	51.64	112.01	5,784.19	13					
165021	Forks Creek and Central City.	do	11.29	76.95	868.76	13					
165022	Sheridan Junction (n. o.) and Morrison.	do	9.67	42.75	413.39	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	COLORADO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
165023	Denver and Pueblo	Colorado and Southern Rwy. Co.	125.98	108.59	13,680.16	15.10					
165024	Vacant.										
165025	Manitou Junction (n. o.) and Colorado Springs.	do	8.97	57.29	513.89	21					
165026	Dickey Station (n. o.) and Dillon.	do	2.95	42.75	126.11	14					
165027	Greeley and Fort Collins	do	25.15	78.66	1,978.29	7					
165028	Denver and Lyons	Burlington and Missouri River R. R. Co. in Nebraska.	48.96	60.71	2,972.36	6					
165029	Vacant.										
165030	Colorado Springs and Manitou.	Denver and Rio Grande R. R. Co.	5.59	59.85	334.56	24.50					
165031	Vacant.										
165032	Vacant.										
165033	Vacant.										
165034	Colorado Springs and Aspen.	Colorado Midland Rwy. Co.	215.46	112.01	24,133.67	15.80					
165035	Denver and Lajunta	Atchison, Topeka and Santa Fe Rwy. Co.	181.82	155.61	28,293.01	16.87					
165036	Towner and Pueblo	Kansas and Colorado Pacific Rwy. Co.	150.53	127.40	19,177.52	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.51	101.75	3,714.89	7					
165038	Vacant.										
165039	Basalt and Newcastle	Colorado Midland Rwy. Co	36.81	42.75	1,573.62	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City.	do	36.11	46.17	1,667.19	6					
165042	Newcastle and Grand Junction.	do	77.53	162.45	12,594.74	14					
165043	Vance and Telluride	Rio Grande Southern R. R. Co.	7.63	53.01	404.46	14					
165044	Vacant.										
165045	Ridgway and Durango	do	162.53	59.00	9,589.27	7					
165046	Cardiff and Gulch	Colorado Midland Rwy. Co.	15.13	42.75	646.80	6					

	Pueblo and Cucharas		49.61	38.47							Pueblo to Cucharas, lap over 165001.
165047	Cucharas and Walsenburg Junction (n. o.).	Colorado and Southern Rwy. Co.	5.67	67.55	6,782.60	7					Cucharas to Walsenburg Junction (n. o.), lap over 165011.
	Walsenburg Junction (n. o.) and Trinidad.		42.02	106.88							
165048	Vacant.										
165049	Villa Park and Golden	Denver, Lakewood and Golden R. R. Co.	11.22	42.75	479.65	6					
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station (n. o.) and Denver.	Chicago, Rock Island and Pacific Rwy. Co.	90.39	20.52	1,854.80	6					Lap over route 165001.
165059	Florence and Cripple Creek.	Florence and Cripple Creek R. R. Co.	40.63	94.05	3,821.25	14					
165060	Divide and Cripple Creek	Midland Terminal Rwy. Co.	31.02	90.63	2,811.34	21					
165061	Victor and Goldfield	Golden Circle R. R. Co.	1.38		58.99	6					Agreement.
165062	Hill Top Junction (n. o) and Leavick.	Colorado and Southern Rwy. Co.	11.38	42.75	486.49	3					
165063	Vacant.										
			3,801.73		519,841.21				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.81	68.40	1,286.60	15					
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	217.03	101.75	22,082.80	7					
167003	Isleta Junction (n. o.) and Needles, Cal.	Santa Fe Pacific R. R. Co.	565.04	203.15	114,787.87	9					Land grant.
167004	Vacant.										
167005	Texline, Tex., and Trinidad, Colo.	Colorado and Southern Rwy. Co.	136.39	96.62	13,178.00	7					
167006	Rincon and Silver City	Atchison, Topeka and Santa Fe Rwy. Co.	102.03	112.86	11,515.10	8.76					
167007	East Las Vegas and Las Vegas Hot Springs.	do	6.83	42.75	291.98	14					
167008	Nutt and Lake Valley	do	13.20	46.17	609.44	7					
167009	State Line (n. o.) and Roswell.	Pecos Valley and Northeastern Rwy. Co.	110.28	64.13	7,072.25	6					
167010	Socorra and Magdalena	Atchison, Topeka and Santa Fe Rwy. Co.	27.51	42.75	1,176.05	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW MEXICO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
167011	Espanola and Santa Fe	Denver and Rio Grande R. R. Co.	34.49	54.72	1,887.29	6					
167012	Lordsburg and Clifton, Ariz.	Arizona and New Mexico Rwy. Co.	72.05	44.46	3,203.34	6					
167013	Whitewater and Santa Rita	Atchison, Topeka and Santa Fe Rwy. Co.	18.61	42.75	795.57	6					
167014	El Paso, Tex., and Alamogorda.	El Paso and Northeastern Rwy. Co.	86.79		3,710.27	6					Agreement.
167015	Chama and Brazos	Tierra Amarilla Southern R R. Co.	12.68		400.00	6					Do.
			1,421.74		181,996.56						
	ARIZONA.										
168001	Yuma and El Paso, Tex.	Southern Pacific Co	563.83	162.45	91,594.18	7.73					
168002	Benson and Nogales	do	88.54	100.89	8,932.80	7					
168003	Benson and Fairbank	Arizona and South Eastern R. R. Co.	19.22		295.79	7					Do.
168004	Maricopa and Phœnix	Maricopa and Phœnix and Salt River Valley R. R. Co.	35.20	68.40	2,407.68	10.20					
168005	Fairbank and Bisbee	Arizona and South Eastern R. R. Co.	36.54	57.29	2,093.37	7					
168006	Ashfork and Phœnix	Santa Fe, Prescott and Phœnix Rwy. Co.	196.92	100.04	19,699.87	7					
168007	Junction (n. o.) and Jerome	United Verde and Pacific Rwy. Co.	26.29	51.30	1,348.67	7					
168008	Teviston and Geronimo	Gila Valley, Globe and Northern Rwy. Co.	68.26	71.82	4,902.43	6					
168009	Vacant.										
168010	Vacant.										
168011	Tempe and Mesa	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.15	42.75	348.41	13					
168012	Geronimo and Globe	Gila Valley, Globe and Northern Rwy. Co.	56.81		2,428.62	6					Do.
168013	Prescott and Eastern Junction (n. o.) and Mayer.	Prescott and Eastern R. R Co.	25.96		1,109.79	6					Do.
			1,125.72		135,161.61						

	UTAH.										
169001	Ogden and Frisco	Oregon Short Line R. R. Co.	275.93	133.38	36,803.54	9.32					
169002	Grand Junction, Colo., and Ogden, Utah.	Rio Grande Western Rwy. Co.	328.48	141.06	46,483.09	16.54					
169003	Ogden, Utah, and Silver Bow, Mont.	Oregon Short Line R. R. Co.	390.18	155.62	60,715.92	7.88					
169004	West Jordan and Bingham Canyon.	Rio Grande Western Rwy. Co.	15.38	42.75	655.35	14					
169005	Salt Lake City and Stockton.	Oregon Short Line R. R. Co.	39.27	42.63	1,712.56	6					
169006	Vacant.										
169007	Cache Junction, Utah, and Preston, Idaho.	do	42.65	79.52	3,391.52	9.55					
169008	Echo City and Park City	Echo and Park City Rwy. Co.	28.34	43.61	1,235.90	7					
169009	Colton and Scofield	Rio Grande Western Rwy. Co.	16.12	42.75	689.13	6					
169010	Nephi and Manti	San Pete Valley Rwy. Co.	49.38	42.75	1,851.98	7					
169011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	53.93	53.87	2,905.20	7					
169012	Silver City Junction (n. o.) and Eureka.	do	3.41	42.75	145.78	7					
169013	Salt Lake City and Park City.	Rio Grande Western Rwy. Co.	32.80	55.50	1,820.00	7					
169014	Thistle and Belknap Station (n. o.).	do	123.63	82.08	10,147.55	7					
169015	Springville and Silver City	do	44.87	53.01	2,378.55	6.89					
169016	Milford and Lund (n. o.)	Utah and Pacific R. R. Co.	38.15		1,602.15	6					Do.
169017	Vacant.										
169018	Vacant.										
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.80	44.46	523.62	7					
169020	Mammoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.73	42.75	73.95	7					
			1,491.69		173,185.39						
	IDAHO.										
170001	Shoshone and Ketchum	Oregon Short Line R. R. Co.	70.11	54.72	3,836.41	6					
170002	Hauser and Cœur d'Alene	Northern Pacific Rwy. Co.	13.48	45.32	610.91	6					
170003	Wallace and Burke	do	7.15	43.61	311.81	13					
170004	Nampa and Boise	Oregon Short Line R. R. Co.	20.20	98.33	1,986.26	14					
170005	Nampa and Guffey	Boise, Nampa and Owyhee Rwy. Co., limited.	23.32	52.16	1,216.37	7					
170006	Tekoa, Wash., and Wallace, Idaho.	Oregon R. R. and Navigation Co.	80.24	82.94	6,655.10	7					
170007	Juliaetta and Lewiston	Northern Pacific Rwy. Co.	22.69		969.99	6					Do.
170008	Pullman Junction (n. o.), Wash., and Juliaetta, Idaho.	do	38.18	70.11	2,676.79	7					
			275.37		18,263.64						

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WASHINGTON.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
171001	Portland, Oreg., and Tacoma, Wash.	Northern Pacific Rwy. Co..	145.42	160.05	23,274.47	14.50					Land grant.
171002	Seattle and Newcastle.....	Pacific Coast Co.....	18.82	42.75	804.55	10.53					
171003	Olympia and Tenino	do	16.53	57.29	947.00	8					
171004	Walla Walla and Wallula...	Oregon R. R. and Navigation Co.	32.25	130.82	4,218.94	7					
171005	Burnett and Carbonado	Northern Pacific Rwy. Co..	9.55	42.75	408.26	6					
171006	Moscow, Idaho, and Bolles Junction (n. o.), Wash.	Oregon R. R. and Navigation Co.	119.75	134.24	16,075.24	7					
171007	Renton and Franklin.....	Pacific Coast Co.....	22.25	42.75	951.18	7					
171008	Walla Walla and Dayton....	Oregon R. R. and Navigation Co.	38.75	131.67	5,102.21	7					
171009	Spokane and Pasco.....	Northern Pacific Rwy. Co..	145.76	172.36	25,123.19	7.91	145.67	40.00	5,826.80	1 line 50 feet ..	Do.
171010	Vacant.										
171011	Pasco and Tacoma	do	253.92	168.95	42,899.78	8.91	253.83	40.00	10,153.20	1 line 50 feet ..	Do.
171012	Seattle and Meeker Junction (n. o.).	do	31.05	206.06	6,398.16	35					
171013	Pasco and Wallula.....	do	15.38	45.83	704.86	7					Do.
171014	Starbuck and Pomeroy.....	Oregon R. R. and Navigation Co.	30.61	45.32	1,387.24	6					
171015	Marshall, Wash., and Genesee, Idaho.	Northern Pacific Rwy. Co..	104.24	123.98	12,923.67	7.11					
171016	Vacant.										
171017	Walla Walla, Wash., and Pendleton, Oreg.	Oregon R. R. and Navigation Co.	48.66	129.96	6,323.85	13					
171018	Seattle and North Bend	Seattle and International Rwy. Co.	59.68	83.79	5,000.58	8.83					
171019	Vacant.										
171020	Woodinville and Sumas.....	do	102.42	113.72	11,647.20	7					
171021	Cheney and Coulee City.....	Northern Pacific Rwy. Co..	108.48	77.81	8,440.82	6					
171022	Spokane and Colfax.....	Oregon R. R. and Navigation Co.	87.98	147.92	13,014.00	14.22					
171023	Spokane and Boundary	Spokane Falls and Northern Rwy. Co.	140.66	132.53	18,641.66	6					
171024	New Whatcom and F. and S. Junction (n. o.).	Great Northern Rwy. Co...	19.49	94.91	1,849.79	7					
171025	Hunts Junction (n. o.) and Dayton.	Washington and Columbia River Rwy. Co.	86.94	50.45	4,386.12	6					

171026	Tacoma and Spanaway	Tacoma and Columbia River Rwy. Co.	13.42		573.70	6					Agreement.
171027	Winona and Seltice Junction (n. o.).	Oregon R. R. and Navigation Co.	47.81	42.75	2,043.87	7					
171028	Aberdeen and Hoquiam	Northern Pacific Rwy. Co.	4.21		179.97	6					Do.
171029	Centralia and Oceata	do	66.11	78.66	5,200.21	6					
171030	Hamilton and Anacortes	Pacific Coast Co	34.26	50.45	1,728.41	7					
171031	New Whatcom and Sumas	Bellingham Bay and British Columbia R. R. Co.	23.84	42.75	1,019.16	14					
171032	Lake View and Gate City	Northern Pacific Rwy. Co.	43.45	48.74	2,117.75	4.69					
171033	Port Townsend and Quilcene	Pacific Coast Co	27.50	42.75	1,175.62	6					
171034	Seattle and Fairhaven Southern Rwy. Junction (n. o.).	Great Northern Rwy. Co.	78.49	153.90	12,079.61	10.20					
171035	Cle Elum and Roslyn	Northern Pacific Rwy. Co	3.60		153.90	6					Do.
171036	Cosmopolis Junction (n. o.) and Cosmopolis.	do	1.63	42.75	69.68	12					
171037	Chehalis and South Bend	do	57.14	52.16	2,980.42	6					
171038	Belmont and Farmington	do	6.87	42.75	293.69	6					
171039	Vacant.										
171040	Spokane and Everett Junction (n. o.).	Great Northern Rwy. Co	317.44	187.25	59,440.64	7					
171041	Vacant.										
171042	Vacant.										
171043	Vacant.										
171044	Vacant.										
171045	Vacant.										
171046	Aberdeen Junction (n. o.) and Aberdeen.	Northern Pacific Rwy. Co.	3.44	56.43	194.11	12					
171047	Vacant.										
171048	Northport and Canadian Line (n. o.).	Columbia and Red Mountain Rwy. Co.	8.18	71.82	587.48	6					
			2,375.98		300,360.99				15,980.00		
	OREGON.										
173001	Portland and Ashland	Southern Pacific Co	342.16	218.03	74,601.14	11.05	341.41	25.00	8,535.25	1 line 40 feet..	
173002	Portland, Oreg., and Corvallis, Wash.	do	96.99	97.47	9,453.61	11.67					
173003	Umatilla and Huntington	Oregon R. R. and Navigation Co.	217.94	254.79	55,528.93	7	217.77	50.00	10,888.50	1 line 60 feet..	
173004	Portland and Dundee	Southern Pacific Co	28.56	59.85	1,709.31	9.70					
173005	Portland, Oreg., and Wallula, Wash.	Oregon R. R. and Navigation Co.	212.08	247.95	52,585.23	13.10	184.86	50.00	9,243.00	1 line 60 feet..	Portland to Umatilla.
173006	Albany and Yaquina	Corvallis and Eastern R. R. Co.	84.14	67.55	5,683.65	6.91					
173007	Woodburn and Natron	Southern Pacific Co	92.82	57.29	5,317.65	6					
173008	Dundee and Airlie	do	50.59	42.75	2,162.72	5.55					
173009	Sheridan Junction (n. o.) and Sheridan.	do	7.19	42.75	307.37	6					
173010	Albany and Lebanon	do	12.73	45.32	576.92	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OREGON—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
173011	Heppner Junction (n. o.) and Heppner.	Oregon R. R. and Navigation Co.	45.91	58.14	2,669.20	6					
173012	Biggs and Moro	Columbia Southern Rwy. Co.	27.23		1,164.07	12					Agreement.
173013	Lagrande and Elgin	Oregon R. R. and Navigation Co.	21.39	55.58	1,188.85	6					
173014	Albany and Detroit	Corvallis and Eastern R. R. Co.	55.70	42.75	2,381.17	6					
173015	Medford and Jacksonville	Rogue River Valley Rwy. Co.	5.52	45.32	250.16	14					
173016	Hunts Junction (n. o.), Wash., and Pendleton, Oreg.	Washington and Columbia River Rwy. Co.	40.87	42.75	1,747.19	7					
173017	Baker City and Sumpter	Sumpter Valley Rwy. Co	32.23	62.42	2,011.79	7					
173018	Vacant.										
173019	Portland and Goble Goble and Astoria	Astoria and Columbia River R. R. Co.	39.40 61.18	12.83 93.20	6,207.47	14					(Portland to Goble; lap over 171001.
173020	Astoria and Seaside	do	19.23	42.75	822.08	12					
173021	Warrenton and Flavel	do	2.89	42.75	123.54	12					
			1,498.75		226,492.05				28,666.75		
	NEVADA.										
175001	Virginia City and Reno	Virginia and Truckee R. R. Co.	52.43	104.31	5,468.97	14					
175002	Palisade and Eureka	Eureka and Palisade R. R. Co.	84.83	42.75	3,626.48	3					
175003	Battle Mountain and Austin.	Nevada Central R. R. Co.	94.40	44.46	4,197.02	3					
175004	Mound House, Nev., and Keeler, Cal.	Carson and Colorado Rwy. Co.	293.04	65.84	19,293.75	3.36					
175005	Reno and Amadee, Cal	Nevada-California-Oregon Rwy.	79.30	96.36	6,848.34	6					
175006	Belleville Junction (n. o.), and Candelarvia.	Carson and Colorado Rwy. Co.	7.00	42.75	299.25	6					
			611.00		39,733.81						

	CALIFORNIA.										
176001	San Francisco, Cal., and Ogden, Utah.	Southern Pacific Co	833.86	630.14	525,491.14	18.74	27.67 75.86 725.32	215.00 150.00 125.00	107,993.05	1 line 60 feet; 1 line 55 feet; 1 line 50 feet; 3 lines 40 feet. 1 line 60 feet; 1 line 55 feet; 2 lines 40 feet. 1 line 60 feet; 1 line 55 feet; 1 line 40 feet.	Oakland Pier (n. o.) to Port Costa. Port Costa to Roseville. Roseville, Cal., to Ogden, Utah.
176002	San Francisco and San Jose. San Jose and Carnadero Station (n. o.). Carnadero Station (n. o.) and Surf.	do	50.00 32.50 229.30	146.21 110.96 146.21	43,321.77	13.75					32.50 miles land grant.
176003	Roseville, Cal., and Ashland, Oreg.	do	323.31	225.72	72,977.53	10.53	322.50	25.00	8,062.50	1 line 40 feet.	
176004	Petaluma and Lakeville	California Northwestern Rwy. Co.	6.21	42.75	265.47	6					
176005	Sacramento and Placerville	Southern Pacific Co	60.10	82.94	4,984.69	13					
176006	Suisun City and Napa Junction.	do	12.99	58.49	729.59	14					
176007	Vacant.										
176008	Vallejo Junction (n. o.) and Calistoga.	do	43.89	195.17	4,615.91	17.70					
176009	Oroville and Woodland	do	68.78	102.69	6,549.82	14					
176010	Fresno and Collis (n. o.)	do	15.61	122.27	1,908.63	4.50	15.39	12.50	192.37	½ line 40 feet.	
176011	San Francisco and Ukiah	California Northwestern Rwy. Co.	112.11	158.05	17,158.42	15.97					
176012	Stockton and Milton	Southern Pacific Co	24.62	96.62	2,378.78	9.72					
176013	San Pedro and Los Angeles	do	23.26	52.10	1,161.98	13					
176014	Los Angeles and Yuma, Ariz.	do	249.19	129.28	32,215.28	9.04					Do.
176015	Elmira and Rumsey	do	51.38	58.14	2,987.23	7.58					
176016	San Francisco and Cazadero.	North Pacific Coast R. R. Co.	86.80	70.97	6,160.19	11.21					
176017	Los Angeles and Santa Ana.	Southern Pacific Co	33.23	78.66	2,613.87	14.92					
176018	Visalia and Goshen Goshen and Alcalde	do	7.95 60.81	64.98 51.99	3,678.10	10.08					60.81 miles land grant.
176019	Colfax and Nevada City	Nevada County Narrow Gauge R. R. Co.	22.78	86.36	1,967.28	20					
176020	Los Angeles and Port Los Angeles.	Southern Pacific Co	22.20	59.00	1,309.80	17.60					
176021	Santa Cruz and Pajaro (n. o.).	do	21.12	59.85	1,264.03	19					
176022	Davisville and Tehama	do	111.80	126.54	14,147.17	8.19					
176023	Galt and Ione	do	27.82	71.82	1,998.03	7					
176024	West Oakland Station (n. o.) and Berkeley.	do	5.19	103.46	536.95	56.50					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1899*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176025	San Francisco and San Quentin.	North Pacific Coast R. R. Co.	21.82	47.88	1,044.74	25.75					
176026	San Francisco and Alameda.	Southern Pacific Co	11.37	70.97	806.92	52.61					
176027	Fulton and Guerneville	California Northwestern Rwy. Co.	15.38	43.61	670.72	13					
176028	San Francisco and Sacramento.	Southern Pacific Co	139.67	162.45	22,689.39	7					
176029	Niles and San Jose	do	17.74	96.33	1,744.37	34					
176030	Pacific Grove and Castroville.	do	19.93	95.76	1,908.49½	13					
176031	San Francisco and Santa Cruz.	do	82.72	123.98	10,255.62	27.10					
176032	Port Costa and Goshen	do	208.48	239.40	96,549.06	15.67	828.59	65.00	27,836.85	1 line 50 feet and 1 line 40 feet.	Port Costa to Tracy, and Fresno to Los Angeles.
	Goshen and Los Angeles	do	243.52	191.52			123.40	52.50		1 line 50 feet and ½ line 40 feet.	Tracy to Fresno. Goshen to Los Angeles 243.52 miles; land grant.
176033	Highgrove and Riverside	Southern California Rwy. Co.	3.82	107.73	411.52	22.50					
176034	Gilroy and Tres Pinos	Southern Pacific Co	20.94	42.40	887.85	18.38					Land grant.
176035	Peters and Merced	do	59.25	89.78	5,319.46	8.82					
176036	Vacant.										
176037	National City and Los Angeles Junction (n. o.).	Southern California Rwy. Co.	50.92	141.08	7,183.79	14.55					
176038	Vacant.										
176039	Glenellen and Ignacio	California Northwestern Rwy. Co.	26.50	46.17	1,223.50	13					
176040	San Luis Obispo and Los Olivos.	Pacific Coast Co	66.82	53.87	3,599.50	7					
176041	San Luis Obispo and Port Harford.	do	11.13	42.75	475.80	7					
176042	Mojave and Needles	Santa Fe Pacific R. R. Co	240.66	164.84	39,670.39	9.17					Do.
176043	Lodi and Valley Springs	Southern Pacific Co	26.96	69.26	1,867.24	7					
176044	Eureka and Hydesville	Eel River and Eureka R. R. Co.	26.98	97.47	2,629.74	13					
176045	Felton and Boulder Creek	Southern Pacific Co	8.14	42.75	347.98	12					

	MINNESOTA.					
41001	Duluth to Grand Marias, Minn	do	1,342.00	89.00	2	Do.
	MISSOURI.					
45099	Cairo, Ill., to Memphis, Tenn	Bayliss G. Lee	2,548.00	261.00	1	$49 per round trip, with privilege of making 2 trips per week.
	ARKANSAS.					
47095	Arkansas City (St. L., I. M. & S. R. R. Sta.) to Huntington (Y. & M. R. R. Sta.), Miss.	C. L. Wilkerson	313.00	1.50	6	
47096	Arkansas City to Greenville, Miss	Joseph James Powers	1,850.00	46	3	
47097	Memphis, Tenn., to Ashport, Tenn	Bayliss G. Lee	7,399.00	94	3	
47098	Memphis, Tenn., to Helena	do	5,899.00	91	3	
47099	Memphis, Tenn., to Arkansas City	James H. Rees	9,000.00	241.75	2	
47100	Greenville, Miss., to Vicksburg, Miss.	Joseph James Powers	7,400.00	144	3	
			31,861.00	618.25		
	LOUISIANA.					
49092	Harvey to Grand Isle	Henry A. Harvey	1,700.00	90	2	
49093	Lakeside to Mermenton	Albert F. Dobbertin	1,100.00	30.50	6	
49094	Port Eads to Buras	Jno. J. Keegan	3,599.60	39.16	6	
49095	Akers to Port Vincent	J. A. Muir	3,200.00	58	3	
49096	Lake Charles to Cameron	E. S. Crosby and J. D. Cline	925.00	51	3	
49097	Jonesville to Tooleys	J. N. Thomas	1,647.00	57	3	
49098	Natchez, Miss., to Vicksburg, Miss	George G. Klapp	3,999.00	132	3	
49099	Natchez, Miss., to Bayou Sara	F. B. Postlethwaite	4,387.50	105	3	
49100	Baton Rouge to Bayou Sara	Benjamin R. Mayer	2,475.00	38	6	
			23,033.10	600.66		
	TEXAS.					
50100	Austin to Lakewood	Edward Paggi	351.65	17	6	From Sept. 1 to May 31 each year.
	WASHINGTON.					
71072	New Whatcom to Point Roberts	C. E. Curtis	1,350.00	35 16	6 3	
71073	West Seattle to Seattle Steamboat Landing (n. o.).	West Seattle Land and Improvement Co., D. W. Brown, Secretary.	250.00	3.25	6	
71074	Astoria, Oreg., to Grays River, Wash.	Max Skibbe	800.00	22	2	
71076	Olympia to Shelton	F. G. Deming	909.00	22	6	
71078	Anacortes to New Whatcom	Andrew Newhall	2,499.00	83.02	3	
71080	Seattle to New Whatcom	Pacific Navigation Co., J. M. Ashton, President.	1,500.00	103.55	6	One way only.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 189* —Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176081	Vacant.										
176082	Los Angeles and Long Beach.	Los Angeles Terminal Rwy. Co.	21.92	48.74	1,068.38	13					
176083	San Diego and Foster	San Diego, Cuyamaca and Eastern Rwy. Co.	26.13	58.14	1,519.19	13					
176084	Brynmawr and Craftonville.	Southern Pacific Co.....	7.00	64.13	448.91	19.12					
176085	Blake and Manvel.....	California Eastern Rwy. Co.	29.45	42.75	1,258.98	3					
176086	Vacant.										
176087	San Diego and Lajolla.....	San Diego, Pacific Beach and Lajolla Rwy. Co.	15.17	42.75	648.51	19					
176088	Long Beach and Terminal...	Los Angeles Terminal Rwy. Co.	4.50		192.37	6					Agreement.
176089	Vacant.										
176090	Cuba and Clairville.....	Sierra Valleys Rwy. Co.....	30.03	62.42	1,874.47	6					
176091	Bassett (n. o.) and Pomona..	Southern Pacific Co.....	17.79	76.95	1,368.94	9.05					
176092	Elsinore Junction (n. o.) and Elsinore.	Southern California Rwy. Co.	2.10	42.75	89.77	12					
176093	Vacant.										
176094	Anaheim Station (n. o.) and Los Alamitos.	Southern Pacific Co.....	9.33	42.75	398.85	12					
176095	Vacant.										
176096	Vacant.										
176097	Oakdale and Jamestown	Sierra Rwy. Co. of California.	41.26	78.66	3,245.51	6					
176098	Burbank and Chatsworth ...	Southern Pacific Co.....	21.75	42.75	929.81	6					
176099	Vacant.										
176100	Mad River Station (n. o.) and Samoa.	Eureka and Klamath River R. R. Co.	12.40		530.09	12					Do.
176101	Pomona Junction (n. o.) and Ontario.	Southern Pacific Co.....	10.02		428.35	6					Do.
			5,272.01		1,080,283.75				145,467.27		

D.—*Steamboat service in operation on the 30th of June, 1899.*

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	MAINE.		*Dollars.*	*Miles.*		
1078	Middledam to Upper Dam	Charles Douglas	100.00	8	6	From May 20 to Sept. 30, 1899.
1079	Kineo to Kineo	Coburn Steamboat Co., D. T. Sanders, Treasurer.	250.00	24.50	3	From May 20 to Nov. 25, 1899.
1080	Boston, Mass., to Belfast, Me	Boston and Bangor Steamship Co., William H. Hill, President.	1,050.00	176	6	From June 23 to Sept. 12, 1899.
1081	Wilson Mills to Camp Caribou	Henry W. Poor	415.86	35	6	May 15 to Sept. 30 in each year.
1082	Criehaven to Rockland	William G. Butman	550.00	22	2 1	6 months. Do.
1083	Bemis to Haines Landing	Fred C. Barker	378.62	17	12	4½ months.
1084	Rangeley to Indianrock	Edward S. Dingley	214.93	13.75	6	With 6 additional on 7 miles; May 15 to Sept. 30 each year.
1085	Greenville Junction to Kineo	David T. Sanders:	1,009.44	20	6	May 16 to Nov. 15 each year; 6 additional trips per week from June 21 to Sept. 30, and "star" remainder of the year.
1088	Portland to Peak Island	Charles W. T. Goding	900.00	3.20	12 6	3 months. 9 months.
1089	Portland to Cousins Island	E. R. Norton	250.00	9	6	9 months.
1090	Orrs Island to Portland	Isiah Daniels	1,400.00	24.50	12 6	2 months. 10 months.
1091	Bath to Popham Beach	John H. Stacey	150.00	12	6	3 months.
1092	Bath to Boothbay Harbor Wiscasset to Boothbay Harbor	Eastern Steamboat Co., H. W. Swanton, Treasurer.	1,500.00	15.62 15.25	6 6	3 months. 4 months.
1093	North Islesboro to Belfast	C. W. Smallidge	500.00	10	6 12	9 months. 3 months.
1094	Vinalhaven to Rockland	William S. White	800.00	15	12 6	7 months. 5 months.
1095	Rockland to Stonington	Boston and Bangor Steamship Co., William H. Hill, President.	400.00	28	6	June 23 to Sept. 22, 1899.
1096	Rockland to Ellsworth	O. A. Crockett	1,000.00	95	6	June 24 to Sept. 12, 1899.
1097	Rockland to Swans Island	George H. Kimball	3,000.00	12 12 14	12 6 6 3	3 months. 9 months. 12 months. 6 months. Do.
1098	Bar Harbor to Mount Desert Ferry	Maine Central Railroad Co., Franklin A. Wilson, President.	2,500.00	14.50	18 12	3 months. 9 months.
1099	Bar Harbor to Winter Harbor	Winter Harbor Steamboat Co., Bedford E. Tracey, Treasurer.	803.00	7	18 12	3 months. 1 month.
1100	Eastport to Lubec	Charles W. Nichols	680.00	3	12	
			17,851.85	606.32		

D.—*Steamboat service in operation on the 30th of June, 1899*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	NEW HAMPSHIRE.		*Dollars.*	*Miles.*		
2098	Wolfboro to Weirs	Sewall W. Abbott	346.50	25	6	On 18 miles, 1½ months.
					6	On 25 miles, 3 months.
2099	Georges Mills to Lake Sunapee Station.	Woodsum Steamboat Co., A. Perley Fitch, General Manager.	142.50	21	6	3 months.
2100	Altonbay to Altonbay	Boston and Maine Railroad, T. A. MacKinnon, First Vice-President.	1,200.00	28	6	On 25 miles, ¾ month.
	Center Harbor to the Weirs				6	On 10 miles, 3½ months.
	Center Harbor to Center Harbor				12	On 27 miles, 3½ months.
			1,689.00	74		
	MASSACHUSETTS.					
4098	New Bedford to Cuttyhunk	New Bedford Towboat Co., J. T. Sherman, President.	2,698.00	14	19	3 months, 6.50 miles.
					6	3 months, 7.50 miles.
					1	9 months, 14 miles.
4099	Woodsholl to Nantucket	New Bedford, Marthas Vineyard, and Nantucket Steamboat Co., Chauncey G. Whiton, Treasurer.	7,875.00	35	12	6 months.
					6	Do.
4100	New Bedford to Edgartown	do	2,832.06	34.25	6	On 33.75 miles.
					19	2½ months on 18 miles.
					7	2½ months on 7 miles.
					6	2½ months on ½ mile.
			13,405.06	83.25		
	RHODE ISLAND.					
5099	Block Island to Newport	Martin V. Ball and Lemuel A. Dodge	3,000.00	30	6	4 months.
					3	5 months.
					2	3 months.
5100	Newport to Wickford Junction (n. o.)	Newport and Wickford Railroad and Steamboat Co., A. S. Sherman, Treasurer.	9,000.00	13.12	25	5 months.
					18	7 months.
			12,000.00	43.12		
	NEW YORK.					
7093	Fishers Island, N. Y., to New London, Conn.	Fishers Island Navigation Co., E. M. Ferguson, President.	1,500.00	9	12	4 months.
					6	8 months.
7094	Sag Harbor, N. Y., to New London, Conn.	Wm. H. Beckwith	1,700.00	40	12	3 months.

7095	Clayton to Alexandria Bay	Howard S. Folger	1,400.00	17	19	2½ months.
7096	Port Henry, N. Y., to Chimneypoint, Vt.	The Port Henry Steam Ferry Co., H. B. Willard, Secretary and Treasurer.	365.00	2.50	12 6	4½ months.
7097	Plattsburg to Westport	Champlain Transportation Co., Geo. Rushlow, General Manager.	2,356.56	26.25	12 6 6	On 26.25 miles, 4 months. On 26.25 miles, 5 months. On 25 miles, 4 months.
7098	Caldwell to Fort Ticonderoga (n. o.)	Lake George Steamboat Co., Geo. Rushlow, General Manager.	2,366.00	44.50	7 6	3 months. Do.
7099	Pen Yan to Hammondsport	Lake Keuka Navigation Co., Henry S. Stebbins, Manager.	627.00	22	6	8 months.
7100	Brooklyn, N. Y., to Jersey City, N. J.	Brooklyn Annex, Daniel Butterfield, President.	3,400.00	3.56	115	And as much oftener as the Department may require, up to 236 times a week.
			13,714.56	164.81		
	MARYLAND.					
13086	Crisfield to Crisfield	Peter Peppler	1,190.64	25.78	6	
13087	Washington, D. C., to Norfolk, Va.	Norfolk and Washington, D. C., Steamboat Co.	2,800.00	191.60	7	
13088	Baltimore, Md., to Seaford, Del	Baltimore, Chesapeake and Atlantic Rwy. Co.	1,200.00	157.50	3	
13089	Baltimore, Md., to Washington, D. C.	The Weems Steamboat Co., of Baltimore City.	1,900.00	300.10	2	June 1 to Dec. 31, and once a week Jan. 1 to May 31 each year, with additional service once a week from June 1 to Dec. 31 from Baltimore to Leonardtown, Md., 157 miles, and once a week from June 1 to Dec. 31 from Baltimore to Kinsale, Va., 129.25 miles.
13090	Washington, D. C., to Glymont	W. Weighel	2,040.00	25.50	6	
13091	Batimore, Md., to Rues (n. o.), Va	Baltimore, Chesapeake and Atlantic Rwy. Co.	4,192.18	222	2	With 4 additional trips a week from Baltimore to Crisfield direct, 112 miles.
13092	Baltimore to Tolchester Beach	Tolchester Steamboat Co	475.00	25	6	June 1 to Sept. 30 each year.
13093	Baltimore to Salisbury	Baltimore, Chesapeake and Atlantic Rwy. Co.	1,200.00	136.75	3 1	Mar. 1 to Dec. 31. Jan. 1 to Feb. 28.
13094	Baltimore, Md., to Westpoint, Va	Baltimore, Chesapeake and Richmond Steamboat Co.	3,000.00	211	3	And as much oftener as boats run.
13095	Baltimore to Denton	Baltimore, Chesapeake and Atlantic Rwy. Co.	2,100.00	150.53	6	
13096	Baltimore, Md., to Freeport, Va	do	3,200.00	219.62	3 2	Mar. 15 to Nov. 14. Nov. 15 to Mar. 14.
13097	Baltimore to Benedict	The Weems Steamboat Co., of Baltimore City.	2,500.00	119.37	2	
13098	Baltimore to Chestertown	Chester River Steamboat Co	850.00	57	3	
13099	Baltimore to Rockhall	do	250.00	30	6 3	July 1 to Oct. 31. Nov. 1 to June 30.
			26,897.82	1,871.70		

D.—*Steamboat service in operation on the 30th of June, 1899*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	VIRGINIA.		*Dollars.*	*Miles.*		
14089	Chincoteague Island to Bloomtown	William Harrison	1,027.00	13	12	
14090	Nassawadox to Broadwater	Joseph L. Ferrell	720.00	17.50	6	
14092	Norfolk to Smithfield	Old Dominion Steamship Co	398.62	31	6	
14093	Whitestone to Urbanna	Austin Morris	1,500.00	27.50	6	
14094	Portsmouth to Cape Charles	Alexander J. Cassatt	14,971.62	38.99	13	
14095	Newport News to Norfolk	William B. Thompson	4,000.00	11.50	14	
14096	Franklin City to Chincoteague Island	S. G. Proffit	725.00	7	6	
14097	Norfolk, Va., to Baltimore, Md	The Baltimore, Chesapeake and Richmond Steamboat Co.	9,000.00	183.80	6	
14098	Norfolk to Thompsons Wharf (n. o.)	Old Dominion Steamship Co	1,198.99	63.80	3	
14099	Norfolk to Richmond	The Virginia Navigation Co	4,000.00	130.75	3	
14100	Fredericksburg, Va., to Baltimore, Md	The Weems Steamboat Co., of Baltimore city.	6,220.00	208.11	2 4	To Tappahannock (78 miles). Residue of route (220.11 miles).
			43,761.23	822.95		
	WEST VIRGINIA.					
16100	Creston to Palatine R. R. Station (n. o.).	D. S. Hopkins	375.00	20	6	
	NORTH CAROLINA.					
18094	Beaufort to Morehead City	William L. Arrington	470.00	3.50	12	
18095	Elizabeth City to Newburn	M. K. King, Manager, steamer Neuse	1,000.00	170	3	
18097	Plymouth to Edenton	M. J. Boyd	1,578.00	18	6	
18098	Windsor to Plymouth	George Walter Harney	1,365.00	26.50	6	
18099	Wilmington to Southport	M. J. Boyd	1,288.00	25	6	
18100	Wilmington to Fayetteville	William S. Cook	600.00	112	2	
			6,301.00	355		
	SOUTH CAROLINA.					
20096	Mulletthall to Charleston	H. D. Bulwinkle	400.00	25	2	
20097	Edisto Island Steamboat Landing (n. o.) to Young Island.	W. E. Travis	700.00	10	6	
20098	Charleston to Wando	N. Nelson	200.00	16	6	
20099	Charleston to Moultrieville	M. J. Boyd	1,067.00	6.50	14	
20100	Georgetown to Bucksville	do	1,093.00	53	3	
			3,460.00	110.50		

	GEORGIA.					
21099	Brunswick to Cumberland	W. M. Tupper and H. H. Raymond	800.00	22	6	4 months.
21100	Brunswick to St. Simons Mills	M. J. Boyd	1,087.00	12	3 12	8 months.
			1,887.00	34		
	FLORIDA.					
22080	Miami, Fla., to Havana, Cuba	Florida, East Coast Steamship Co., J. R. Parrott, General Manager.	24,200.00	242	2	
22081	Jacksonville to Fort George	R. A. Lawson	1,163.00	27	6	
22082	Key West to Miami	Florida East Coast Steamship Co., H. M. Flagler, President.	12,100.00	170.50	2	With an additional trip each week from Dec. 15 to Apr. 14.
22083	St. Andrews Bay to Wetappo	David M. Witherill	1,047.00	29.50	6	
22084	Bayhead to St. Andrews Bay	Frank H. Ware	1,100.00	19.87	6	
22085	Eau Gallie to Nathan	Walter J. Nesbitt	1,262.20	25.88	3	
22087	West Palmbeach to Juno	M. J. Boyd	840.05	11.50	6	
22088	Myers to Thompson	do	967.00	44	3	
22089	Punta Gorda to Myers	B. H. Colegrove	3,150.00	76	3 6	8 months. 4 months.
22090	Port Tampa, Fla., to Havana, Cuba	Henry B. Plant	69,107.58	337	3	
22091	Port Tampa to Ellenton	M. Woodville	2,981.97	40.27	6	
22093	Palatka to Drayton Island	J. F. Brown	2,389.00	42	6	
22094	Palatka to Picolata	Fannie L. Gardner	1,495.97	32.50	6	
22095	Jacksonville to Orangedale	Charles E. Garner	2,475.00	34.50	6	
22097	Fernandina to St. Marys	Benjamin Cook	736.37	12	6	
22098	Iola to Wewahitchka	M. J. Boyd	1,330.00	15.50	6	
22099	Chattahoochee to Apalachicola	Edward Augustus Shepherd	5,790.00	132.50	3	
23100	Freeport to Point Washington	M. J. Boyd	677.00	12	6	
			132,812.14	1,314.52		
	PORTO RICO.					
79100	New York, N. Y., to San Juan, P. R	The New York and Porto Rico Steamship Co.	43,000.00	1,554.25	3	Per month. Also a trip around the island of Porto Rico once a week, equal to 147.25 miles and back.
	ALABAMA.					
24099	Mobile to Battles	John A. Alexander	2,100.00	23.75	7	
	MISSISSIPPI.					
26099	Yazoo City to Belzona	Yazoo and Tallahatchie Transportation Co., Frank M. Andrews, President.	990.00	63.50	3	
26100	English Lookout, La., to Gainesville, Miss.	M. J. Boyd	1,387.00	21.50	6	
			2,377.00	85.00		

D.—*Steamboat service in operation on the 30th of June, 1899*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	TENNESSEE.		*Dollars.*	*Miles.*		
27100	Loudon to Kingston	Washington B. Rose	572.00	22.50	6	
	KENTUCKY.					
29097	Rumsey to Livermore, R. R. Station (n. o.).	W. W. Henry	600.00	10.25	12	
29098	Johnsonville to Savannah, Tenn	Tennessee River Packet Co., J. K. Barlow, President.	2,389.24	99.75	3	
29099	Louisville, Ky., to Evansville, Ind	Louisville and Evansville Mail Co., by William W. Hite, President.	13,500.00	207.40	6	
29100	Evansville, Ind., to Paducah, Ky	John Gilbert	10,000.00	150.50	6	
			26,489.24	467.90		
	MICHIGAN.					
37001	Ludington, Mich., to Milwaukee, Wis.	Flint and Pere Marquette R. R. Co., S. T. Crapo, General Manager.	3,135.00	96	6	May 1 to Nov. 30, 1899.
37002	Charlevoix to St. James	Henry M. Sherman and Robert A. Miller	1,357.20	32.75	3	During navigation.
37004	St. Ignace to Cedarville	M. D. Murray	160.00	22.50	6	Six months each year.
37005	Traverse City to Northport	Henry J. Webb	316.00	29.50	6	Do.
37006	Mackinaw to Mackinac Island	L. R. Boynton, Manager Island Transportation Co.	466.67	7	21	Three months each year.
37007	Leland to Fouch	John Harting	98.25	15	6	Six months each year.
37008	Mackinac Island to St. Ignace	John Mulcrone	1,785.00	6	7	
37009	Detroit to Algonac	Charles F. Bielman	500.00	36	{ 7 / 14	4 months. / 4 months. } Eight months each year.
37010	Detour to Sault de Ste. Marie	George T. Arnold	1,526.75	56.50	6	
37012	South Haven, Mich., to Chicago, Ill.	The H. W. Williams Transportation Line, by C. W. Williams, Treasurer.	75.00	80	7	June 15 to Sept. 30, 1899.
			9,419.87	381.25		
	WISCONSIN.					
39001	Milwaukee, Wis., to Grand Haven, Mich.	Crosby Transportation Co., E. G. Crosby, General Manager.	1,830.00	87.25	6	Seven months each year.
39003	Duluth, Minn., to Herbster, Wis	W. Vernon Booth	910.00	42	3	Do.
			2,740.00	129.25		

	MINNESOTA.					
41001	Duluth to Grand Marias, Minn	do	1,342.00	89.00	2	Do.
	MISSOURI.					
45099	Cairo, Ill., to Memphis, Tenn	Bayliss G. Lee	2,548.00	261.00	1	$49 per round trip, with privilege of making 2 trips per week.
	ARKANSAS.					
47095	Arkansas City (St. L., I. M. & S. R. R. Sta.) to Huntington (Y. & M. R. R. Sta.), Miss.	C. L. Wilkerson	313.00	1.50	6	
47096	Arkansas City to Greenville, Miss	Joseph James Powers	1,850.00	46	3	
47097	Memphis, Tenn., to Ashport, Tenn	Bayliss G. Lee	7,399.00	94	3	
47098	Memphis, Tenn., to Helena	do	5,899.00	91	3	
47099	Memphis, Tenn., to Arkansas City	James H. Rees	9,000.00	241.75	2	
47100	Greenville, Miss., to Vicksburg, Miss.	Joseph James Powers	7,400.00	144	3	
			31,861.00	618.25		
	LOUISIANA.					
49092	Harvey to Grand Isle	Henry A. Harvey	1,700.00	90	2	
49093	Lakeside to Mermenton	Albert F. Dobbertin	1,100.00	30.50	6	
49094	Port Eads to Buras	Jno. J. Keegan	3,599.60	39.16	6	
49095	Akers to Port Vincent	J. A. Muir	3,200.00	58	3	
49096	Lake Charles to Cameron	E. S. Crosby and J. D. Cline	925.00	51	3	
49097	Jonesville to Tooleys	J. N. Thomas	1,647.00	57	3	
49098	Natchez, Miss., to Vicksburg, Miss	George G. Klapp	3,999.00	132	3	
49099	Natchez, Miss., to Bayou Sara	F. B. Postlethwaite	4,387.50	105	3	
49100	Baton Rouge to Bayou Sara	Benjamin R. Mayer	2,475.00	38	6	
			23,033.10	600.66		
	TEXAS.					
50100	Austin to Lakewood	Edward Paggi	351.65	17	6	From Sept. 1 to May 31 each year.
	WASHINGTON.					
71072	New Whatcom to Point Roberts	C. E. Curtis	1,350.00	35 16	6 3	
71073	West Seattle to Seattle Steamboat Landing (n. o.).	West Seattle Land and Improvement Co., D. W. Brown, Secretary.	250.00	3.25	6	
71074	Astoria, Oreg., to Grays River, Wash.	Max Skibbe	800.00	22	2	
71076	Olympia to Shelton	F. G. Deming	909.00	22	6	
71078	Anacortes to New Whatcom	Andrew Newhall	2,499.00	83.02	3	
71080	Seattle to New Whatcom	Pacific Navigation Co., J. M. Ashton, President.	1,500.00	103.55	6	One way only.

D.—*Steamboat service in operation on the 30th of June, 1899*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	WASHINGTON—continued.		*Dollars.*	*Miles.*		
71081	Seattle to Laconner	Pacific Navigation Co., J. M. Ashton, President.	4,500.00	107	6	
71082	Seattle to Silverdale	E. N. Robinson and R. S. Robinson	1,435.00	29.50	6	
71083	Seattle to Poulsbo	Nils Olsen and Thomas Hagdahl	1,100.00	30	6	
71084	Seattle to Union	H. A. Hansen	1,500.00	102	3	
71086	Seattle to Port Townsend	John R. Thompson	8,000.00	69	6	With seven additional trips, omitting intermediate offices.
71087	Port Townsend to Hadlock	L. B. Hastings	561.00	6.75	6	
71088	Port Townsend to New Whatcom	John R. Thompson	5,900.00	118.51	3	
71089	Port Townsend to Neahbay	do	6,000.00	42	6	
				73	3	
71090	Port Townsend to Coupeville	L. B. Hastings	567.00	7	6	
71091	Hoquiam to Damon	Arthur Benham	1,000.00	18	3	
71092	Olympia to New Kamilche	F. G. Deming	900.00	20	6	
71094	Tacoma to Seattle	A. R. Hunt	1,248.00	43.62	6	
71095	Tacoma to Tacoma	do	1,080.00	8.50	6	
				28.75	3	
71096	Tacoma to Allyn	W. H. Bradford	916.67	55	3	
71097	Tacoma to Burton	F. W. Bibbins and C. E. Wiman	474.00	10	6	
71098	Astoria, Oreg., to Deepriver, Wash.	S. A. Lovelace	650.00	19.50	2	
71100	Nahcotta to Southbend	G. H. Emerson	2,375.00	33	6	
			45,505.67	1,106.85		
	OREGON.					
73095	Portland to Astoria	Oregon R. R. and Navigation Co., A. L. Mohler, President.	6,000.00	109.29	6	
73097	Newport to Yaquina Station (n. o.)	W. M. Weighel	490.00	4	6	
73098	Mapleton to Florence	N. J. Cornwall	797.00	18.50	6	
73100	Myrtle Point to Bandon	T. W. McCloskey	846.00	39.25	6	
			8,133.00	171.04		
	CALIFORNIA.					
76096	Tahoe to Tahoe	C. T. Bliss	3,470.00	28.75	6	6 months.
					2	6 months.
76097	San Francisco to Crescent City	C. E. Dugan	705.00	274	1	8 months.
						3 trips per month for 4 months, at $15 round trip.

76098	San Francisco to Eureka	Pacific Coast Steamship Co., John L. Howard, Vice-President.	6,000.00	280	1	
76099	San Francisco to Sacramento	C. J. Wilder	6,000.00	120.62	6	
76100	San Pedro to Avalon	Wilmington Transportation Co., H. Banning, Second Vice-President.	1,300.00	27	6 3	5 months. 7 months.
			17,475.00	680.37		
	ALASKA.					
78081	Seattle to St. Michaels	Richard Chilcott	67.32	2,350		3 round trips, June, July, and Aug., 1899; pay 3½ cents a pound.
78083	Nushagak (n. o.) to Unalaska	Alaska Packers' Association, W. B. Bradford, Secretary.	600.00	470		3 round trips, June, July, and Aug., 1899; $200 round trip.
78084	San Francisco, Cal., to Dawson	Leon Sloss	4,485.00	4,408		3 round trips, June and July, 1899; $1,495 round trip.
78086	Juneau to Kodiak	M. L. Washburn	2,800.00	1,150		2 trips a month, Apr. 1 to Oct. 31, 1899; $200 round trip.
78087	Seldovia to Tyoonok	Pacific Steam Whaling Co., H. J. Knowles, Secretary.	1,800.00	110		2 trips a month, May 1 to Oct. 31, 1899; $150 round trip.
78088	Sitka to Unalaska	do	12,500.00	1,636		1 trip a month, Feb., Mar., Nov., and Dec., 1899, and Jan., 1900; $2,500 round trip.
78089	Juneau to Skagway	E. A. Seeley	7,800.00	106	3	Nov. 10, 1898, to Nov. 9, 1899.
78093	Seattle, Wash., to Skagway	Pacific Coast Steamship Co., John L. Howard, Vice-President.	18,000.00	1,012		2 trips a month, and as much oftener as boats may run.
78094	do	Alaska Steamship Co., Chas. E. Peabody, General Manager.	1,260.00	1,043		2 trips a month, July 1, 1898, to June 30, 1899; $50 round trip.
78095	Seattle, Wash., to Dyea	West Coast Steam Navigation Co., J. G. Carroll, Agent.	1,200.00	1,022		Do.
78097	Seattle, Wash., to Dawson	North American Transportation and Trading Co., Michael Cudahy, President.	4,980.00	4,018		3 round trips, June, July, and Aug., 1899; $1,495 round trip.
78099	Valdez to Nutchek (n. o.)	Pacific Steam Whaling Co., H. J. Knowles, Secretary.	1,120.00	120		2 trips a month, Apr. 1 to Oct. 31, in each year.
78100	Sitka to Unalaska	do	2,800.00	1,516		1 trip a month, Apr. to Oct., inclusive, in each year.
			59,352.32	19,461.00		

E.—*Regulation, screen, or other wagon service in operation June 30, 1899.*

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MAINE.		*Miles.*	*Miles.*	*Dollars.*
401011	Lewiston and Auburn	J. P. Stewart and W. H. Smith.	3.03	9,441.38	1,370.00
401012	Portland	W. H. McGuire	2.49	17,078.88	2,295.50
			5.52	26,520 26	3,665.50
	NEW HAMPSHIRE.				
402011	Concord	J. A. Craft	.47	3,641.04	672.00
402012	Dover	Michael McCone	.38	2,766.78	595 00
402013	Manchester	J. A. Craft	.50	4,863.50	727.00
402014	Portsmouth	Harry M. Tucker	.37	2,809.04	581.00
			1.72	14,080.36	2,575.00
	VERMONT.				
403011	Burlington	A. T. Whiting	.49	2,344.16	544.00
403012	Rutland	J. A. Craft	.37	2,277.60	504.00
			.86	4,621.76	1,048.00
	MASSACHUSETTS.				
204001	Boston	Boston Pneumatic Transit Co.	.74	24,085.78	9,000.00
404001	do	Charles Linehan	3.20	51,362.81	18,000.00
404002	do	do	7.83	27,558.04	8,500.00
404012	Fall River	E. A. Chilton	1.00	8,580.00	989.00
404013	Fitchburg	A. T. Whiting	.37	3,501.68	578.00
404014	Lowell	E. A. Chilton	.45	6,318.00	1,222.00
404015	Springfield	J. A. Craft	.25	5,862.48	1,148.00
404016	Worcester	do	2.02	24,548.16	2,154.00
404017	Boston	L. P. Slavens	3.00	27,144.00	2,475.00
			18.86	178,960.95	44,066.00
	RHODE ISLAND.				
405011	Providence	Earnest A. Page	3.92	24,674.76	2,800.00
	CONNECTICUT.				
406011	Bridgeport	J. A. Craft	1.16	5,003.96	1,027.00
406012	Hartford	J. P. Stewart and W. H. Smith.	1.44	15,557.36	1,900.00
406013	New Haven	J. C. Johnson	.66	14,242.80	1,689.99
406014	Norwich	A. T. Whiting	.49	2,672.80	660.00
406015	Waterbury	J. P. Stewart and W. H. Smith.	1.16	7,067.84	1,140.00
			4.91	44,544.76	6,416.99
	NEW YORK.				
407001	Brooklyn	J. C. Johnson	1.65	26,425.80	4,499.99
407002	Buffalo	J. A. Craft	3.33	15,825.68	2,432.00
407003	do	James A. Love	5.84	25,490.40	2,866.00
407004	New York	Charles B. Felt	41.19	444,689.55	121,800.00
407005	do	W. Weighel	301.49	570,103.61	117,400.00
407011	Albany	J. P. Stewart and W. H. Smith.	1.18	13,059.28	2,370.00
407012	Auburn	J. C. Johnson	1.16	4,507.88	629.99
407013	Binghamton	Wesley E. Travis	1.29	7,333.04	994.00
407014	Brooklyn	S. G. Proffit	10.28	39,010.94	9,477.00
407016	Elmira	J. A. Craft	3.10	12,629.76	1,798.00
407017	Geneva	E. A. Chilton	3.06	7,759.44	1,022.00
407018	Hudson	J. A. Craft	.50	3,068.00	527.00
407019	Kingston	J. P. Stewart and W. H. Smith.	17.20	47,566.48	2,700.00
407020	Long Island City	J. A. Craft	1.23	3,722.16	747.00
407021	Platisburg	do	1.30	4,551.52	623.00
407022	Poughkeepsie	do	2.25	5,824.00	624.00
407023	Rochester	J. C. Johnson	5.95	22,864.40	2,899.99
407024	Syracuse	W. H. McGuire	1.27	6,423.04	1,795.00
407025	Troy	J. C. Johnson	.12	2,970.24	1,129.99
407026	Utica	J. A. Craft	.71	4,844.05	998.00
207006	Buffalo	W. H. Byers	1.50	6,084.00	1,350.00
			405.60	1,274,753.27	278,682.96

E.—*Regulation, screen, or other wagon service in operation June 30, 1899*—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	ILLINOIS.		*Miles.*	*Miles.*	*Dollars.*
235001	Chicago	W. Weighel	345.82	527,793.20	72,400.00
235002	Decatur	R. G. Hanks *a*	.71	5,538.00	850.00
235003	Galesburg	Chas. S. Baker *a*	.85	5,676.32	540.00
235004	Mattoon	Sylvanus Enos *a*	.78	1,703.52	390.00
235005	Ottawa	Fred T. Scherer	.89	4,474.08	600.00
235006	Belleville	P. Spinnerweber *a*	.93	3,114.80	540.00
235007	Monmouth	James Kipper *a*	1.25	4,056.90	540.00
235010	Bloomington	E. A. Chilton	4.75	13,208.00	1,842.00
235011	Cairo	J. P. Stewart	1.61	7,957.04	1,180.00
235012	Danville	do	2.49	8,934.64	950.00
235013	East St. Louis and National Stock Yards.	E. A. Chilton	1.76	9,657.90	792.00
235014	Elgin	J. P. Stewart	2.00	5,959.20	1,100.00
235015	Freeport	do	1.36	8,152.56	1,100.00
235016	Peoria	E. A. Chilton	1.80	15,410.72	1,672.00
235017	Quincy	J. P. Stewart	1.42	9,163.12	930.00
235018	Rockford	George B. Freeman	3.38	5,657.60	945.00
235019	Rock Island	E. A. Chilton	7.24	15,560.48	1,547.00
235020	Springfield	Utah, Nevada and California Stage Co.	1.24	6,717.10	1,086.00
			380.34	658,674.28	89,004.00
	MICHIGAN.				
237001	Detroit	E. A. Chilton	13.25	58,397.90	6,666.00
237011	Grand Rapids	do	6.49	12,077.73	1,672.00
237012	Jackson	do	2.41	8,075.76	1,242.00
237013	Kalamazoo	do	2.85	7,271.68	980.00
237014	Lansing	Wm. L. McClure	6.57	15,045.68	1,400.00
237015	Saginaw, East Side	E. A. Chilton	11.23	29,433.72	2,272.00
237016	Ann Arbor	Lewis G. Miller *a*	.92	5,366.40	748.00
237017	Bay City	E. M. Sharp *a*	1.10	5,636.80	775.00
			44.82	141,305.67	15,755.00
	WISCONSIN.				
239001	Milwaukee	E. A. Chilton	15.53	40,725.36	6,666.00
239002	Greenbay and Fort Howard	W. Vanden Brook *a*	3.42	13,272.48	1,200.00
239003	La Crosse	M. T. Hayes *a*	.33	926.64	240.00
239004	Racine	A. McAvoy *a*	1.50	9,592.96	900.00
239005	West Superior	O. Connell *a*	.25	3,068.00	597.00
239006	Janesville	Michael Fariell *a*	.39	4,502.16	450.00
239011	Madison	J. P. Stewart	4.19	11,352.12	1,230.00
			25.61	83,439.72	11,283.00
	MINNESOTA.				
241001	Minneapolis	Denis O'Brien and Timothy Kennedy.	5.86	23,903.36	3,850.00
241002	St. Paul	Hermann W. Reichow	2.88	34,088.08	3,200.00
241011	Winona	Wesley E. Travis	2.33	8,501.48	1,430.00
241012	St. Cloud	Coats & Freeman *a*	.73	1,973.92	839.00
			11.80	68,466.84	8,819.00
	IOWA.				
243007	Cedar Falls	J. H. Riley *a*	.37	1,000.48	600.00
243008	Charles City	C. Winterlink *a*	1.50	3,172.00	399.00
243009	Sioux City	Jos. A. Foye *a*	.24	149.76	240.00
243010	Oskaloosa	John Sipes *a*	2.86	8,519.68	539.00
243011	Burlington	W. E. Travis	.68	4,409.60	950.00
243012	Cedar Rapids	do	.89	4,654.00	860.00
243013	Council Bluffs	E. A. Chilton	4.79	17,294.16	2,067.00
243014	Des Moines	J. P. Stewart	5.21	10,930.57	1,100.00
243015	Dubuque	E. A. Chilton	2.42	8,413.08	1,542.00
243016	Keokuk	J. P. Stewart	.64	6,656.00	940.00
243017	Ottumwa	Isaac Ryttenberg	3.57	8,417.28	1,200.00
			23.17	73,616.61	10,437.00
	MISSOURI.				
245001	Kansas City	E. A. Chilton	10.58	39,161.94	5,072.00
245002	St. Louis	J. E. Mason and J. F. Culp.	29.30	104,424.30	16,789.00
245011	St. Joseph	J. P. Stewart	5.86	42,767.92	2,380.00
245012	Springfield	E. A. Chilton	5.64	12,128.16	1,044.00
			51.38	198,482.32	25,285.00

a Not under formal contract.

E.—*Regulation, screen, or other wagon service in operation June 30, 1899*—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	GEORGIA.		*Miles.*	*Miles.*	*Dollars.*
221001	Atlanta	E. A. Chilton	2.34	10,167.96	1,880.00
221011	Americus	do	.72	1,834.56	477.00
221012	Augusta	S. G. Proffit	.87	2,215.20	666.00
221013	Macon	E. A. Chilton	3.33	10,042.80	1,072.00
221014	Rome	M. J. Boyd	1.25	3,809.00	527.00
221015	Savannah	J. P. Stewart	3.20	7,002.30	1,760.00
			11.71	35,071.82	6,382.00
	FLORIDA.				
223011	Jacksonville	E. A. Chilton	1.75	9,607.75	1,542.00
223012	Tampa	J. P. Stewart	.58	2,262.00	490.00
			2.33	11,869.75	2,032.00
	ALABAMA.				
224011	Mobile	E. A. Chilton	.53	2,307.76	662.00
224012	Montgomery	W. B. Catching	.59	5,094.06	559.00
224013	Selma	E. A. Chilton	1.65	4,694.68	579.00
			2.77	12,096.50	1,830.00
	MISSISSIPPI.				
226011	Jackson	W. B. Catching	.37	2,251.08	529.00
226012	Vicksburg	E. A. Chilton	1.09	2,143.44	560.00
			1.46	4,394.52	1,089.00
	TENNESSEE.				
227001	Memphis	J. P. Stewart	31.20	60,805.68	5,100.00
227002	Nashville	E. A. Chilton	3.88	13,115.44	1,942.00
227011	Chattanooga	J. P. Stewart	2.34	11,356.24	1,490.00
227012	Knoxville	W. B. Catching	3.30	7,293.52	928.00
			40.72	92,570.88	9,460.00
	KENTUCKY.				
229001	Louisville	E. A. Chilton	10.55	40,111.96	6,090.00
229011	Lexington	do	2.29	10,112.96	1,092.00
229012	Paducah	do	2.70	7,106.32	977.00
			15.54	57,331.24	8,159.00
	OHIO.				
231001	Cincinnati	J. E. Mason and J. F. Culp	14.94	69,017.65	16,789.00
231002	Cleveland	F. B. Riley	4.70	24,723.36	5,338.00
231003	Columbus	J. P. Stewart	3.17	19,723.60	1,770.00
231004	Toledo	Harry S. Dowling	10.20	44,405.92	4,299.00
231005	Chillicothe	Elias Moore *a*	1.60	7,987.20	720.00
231006	Mount Vernon	Clara E. Ashton *a*	.73	2,457.76	420.00
231007	Zanesville	John H. Crooks *a*	.50	5,824.00	524.00
231011	Akron	W. D. Dickson	7.57	7,009.62	1,223.00
231012	Canton	E. A. Chilton	3.02	7,627.36	1,242.00
231013	Dayton	J. P. Stewart	.81	7,608.64	1,270.00
231014	Hamilton	John L. Beal	1.33	6,971.12	950.00
231015	Mansfield	E. A. Chilton	1.63	8,568.29	1,442.00
231016	Massillon	E. B. Bayliss	1.97	4,399.20	774.00
231017	Sandusky	E. A. Chilton	6.83	13,319.28	1,447.00
231018	Springfield	Jacob H. Hupman	8.49	16,836.92	1,700.00
231019	Lima	J. P. Stewart	11.48	22,688.64	940.00
			78.47	269,168.56	40,840.00
	INDIANA.				
233011	Anderson	J. P. Stewart	1.36	7,321.60	640.00
233012	Evansville	Utah, Nevada and California Stage Co.	4.04	9,557.02	1,626.00
233013	Fort Wayne	J. P. Stewart	3.36	11,839.88	1,340.00
233014	Indianapolis	do	1.21	25,230.92	1,700.00
233015	Lafayette	do	1.47	9,819.68	1,040.00
233016	Logansport	E. A. Chilton	2.80	8,845.20	1,167.00
233017	South Bend	do	6.37	10,522.72	1,442.00
233018	Terre Haute	Jonathan R. Wilson	1.33	11,058.33	1,098.00
233019	Richmond	Joseph Stevenson *a*	.30	2,402.40	385.00
			22.24	96,597.75	10,459.00

a Not under formal contract.

E.—*Regulation, screen, or other wagon service in operation June 30, 1899*—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	ILLINOIS.		*Miles.*	*Miles.*	*Dollars.*
235001	Chicago	W. Weighel	345.82	527,793.20	72,400.00
235002	Decatur	R. G. Hanks *a*	.71	5,538.00	850.00
235003	Galesburg	Chas. S. Baker *a*	.85	5,676.32	540.00
235004	Mattoon	Sylvanus Enoe *a*	.78	1,703.52	390.00
235005	Ottawa	Fred T. Scherer	.89	4,474.08	600.00
235006	Belleville	P. Spinnerweber *a*	.93	3,114.80	540.00
235007	Monmouth	James Kipper *a*	1.25	4,656.00	540.00
235010	Bloomington	E. A. Chilton	4.75	13,208.00	1,842.00
235011	Cairo	J. P. Stewart	1.61	7,957.04	1,180.00
235012	Danville	do	2.49	8,934.64	950.00
235013	East St. Louis and National Stock Yards.	E. A. Chilton	1.76	9,657.90	792.00
235014	Elgin	J. P. Stewart	2.00	5,959.20	1,100.00
235015	Freeport	do	1.86	8,152.56	1,100.00
235016	Peoria	E. A. Chilton	1.80	15,410.72	1,672.00
235017	Quincy	J. P. Stewart	1.42	9,163.12	930.00
235018	Rockford	George B. Freeman	3.38	5,657.60	945.00
235019	Rock Island	E. A. Chilton	7.24	15,560.48	1,547.00
235020	Springfield	Utah, Nevada and California Stage Co.	1.24	6,717.10	1,086.00
			380.34	658,674.28	89,004.00
	MICHIGAN.				
237001	Detroit	E. A. Chilton	13.25	58,397.90	6,666.00
237011	Grand Rapids	do	6.49	12,077.73	1,672.00
237012	Jackson	do	2.41	8,075.76	1,242.00
237013	Kalamazoo	do	2.85	7,271.68	980.00
237014	Lansing	Wm. L. McClure	6.57	15,045.68	1,400.00
237015	Saginaw, East Side	E. A. Chilton	11.23	29,433.72	2,272.00
237016	Ann Arbor	Lewis G. Miller *a*	.92	5,960.40	748.00
237017	Bay City	E. M. Sharp *a*	1.10	5,636.80	775.00
			44.82	141,305.67	15,755.00
	WISCONSIN.				
239001	Milwaukee	E. A. Chilton	15.53	40,725.36	6,666.00
239002	Greenbay and Fort Howard	W. Vanden Brook *a*	3.42	13,272.48	1,200.00
239003	La Crosse	M. T. Hayes *a*	.33	926.64	240.00
239004	Racine	A. McAvoy *a*	1.50	9,592.96	909.00
239005	West Superior	O. Connell *a*	.25	3,068.00	597.00
239006	Janesville	Michael Fariell *a*	.39	4,502.16	450.00
239011	Madison	J. P. Stewart	4.19	11,352.12	1,230.00
			25.61	83,439.72	11,283.00
	MINNESOTA.				
241001	Minneapolis	Denis O'Brien and Timothy Kennedy.	5.86	23,903.36	3,850.00
241002	St. Paul	Hermann W. Reichow	2.88	34,088.08	3,200.00
241011	Winona	Wesley E. Travis	2.33	8,501.48	1,430.00
241012	St. Cloud	Coats & Freeman *a*	.73	1,973.92	839.00
			11.80	68,466.84	8,819.00
	IOWA.				
243007	Cedar Falls	J. H. Riley *a*	.37	1,000.48	600.00
243008	Charles City	C. Winterink *a*	1.50	3,172.00	399.00
243009	Sioux City	Jos. A. Foye *a*	.24	149.76	240.00
243010	Oskaloosa	John Sipes *a*	2.86	8,519.68	539.00
243011	Burlington	W. E. Travis	.68	4,409.60	950.00
243012	Cedar Rapids	do	.89	4,654.00	860.00
243013	Council Bluffs	E. A. Chilton	4.79	17,294.16	2,067.00
243014	Des Moines	J. P. Stewart	5.21	10,930.57	1,100.00
243015	Dubuque	E. A. Chilton	2.42	8,413.08	1,542.00
243016	Keokuk	J. P. Stewart	.64	6,656.00	940.00
243017	Ottumwa	Isaac Ryttenberg	3.57	8,417.28	1,200.00
			23.17	73,616.61	10,437.00
	MISSOURI.				
245001	Kansas City	E. A. Chilton	10.58	39,161.94	5,072.00
245002	St. Louis	J. E. Mason and J. F. Culp.	29.30	104,424.30	16,789.00
245011	St. Joseph	J. P. Stewart	5.86	42,767.92	2,380.00
245012	Springfield	E. A. Chilton	5.64	12,128.15	1,044.00
			51.38	198,482.32	25,285.00

a Not under formal contract.

E.—*Regulation, screen, or other wagon service in operation June 30, 1899*—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	ARKANSAS.		*Miles.*	*Miles.*	*Dollars.*
447001	Little Rock	J. P. Stewart and W. H. Smith.	1.50	6,318.00	923.00
447002	Texarkana	E. A. Chilton	1.90	4,834.96	772.00
			3.40	11,152.96	1,695.00
	LOUISIANA.				
449001	New Orleans	J. P. Stewart and W. H. Smith.	56.59	82,529.20	5,917.00
	TEXAS.				
450001	Dallas	Albert P. Cross	7.24	19,747.55	1,600.00
450002	Fort Worth	E. A. Chilton	5.60	10,407.76	1,042.00
450003	Houston	Geo. E. Terry	4.69	11,470.16	1,488.00
450004	San Antonio	J. A. Craft	7.26	11,237.14	1,193.00
450005	Sherman	Alfred Parker	5.23	13,368.16	480.00
450006	Temple	C. R. Houchins	1.74	7,600.32	518.00
			31.76	73,831.09	6,321.00
	KANSAS.				
455001	Emporia	David A. Stafford	1.09	3,713.32	500.00
455002	Fort Scott	J. A. Craft	2.83	4,300.40	843.00
455003	Kansas City	E. A. Chilton	6.00	16,333.00	1,822.00
455004	Lawrence	J. A. Craft	.90	4,648.50	693.00
455005	Leavenworth	J. C. Johnson	2.24	7,902.88	1,064.90
455006	Paola	N. B. Haymes	2.90	6,232.72	664.00
455007	Topeka	C. R. Houchins	2.66	7,902.17	1,128.00
455008	Wellington	E. A. Chilton	.80	2,629.12	498.00
455009	Wichita	J. S. Jackson	3.07	8,917.53	897.50
455010	Winfield	E. A. Chilton	1.88	4,622.80	574.00
			24.37	67,202.44	8,684.40
	NEBRASKA.				
457001	Beatrice	E. A. Chilton	1.17	2,213.12	574.00
457002	Lincoln	do	4.05	5,870.80	964.00
457003	Norfolk	C. R. Houchins	2.14	3,285.36	528.00
457004	Omaha	P. F. Stillings	6.27	28,741.96	2,650.00
			13.63	40,111.24	4,716.00
	SOUTH DAKOTA.				
459001	Sioux Falls	J. P. Stewart and W. H. Smith.	2.71	3,582.06	612.00
	NORTH DAKOTA.				
461001	Grand Forks	J. P. Stewart and W. H. Smith.	1.07	2,642.64	612.00
	MONTANA.				
463001	Helena	J. P. Stewart and W. H. Smith.	2.00	5,564.00	970.00
	COLORADO.				
465001	Colorado Springs	Albert P. Cross	3.11	7,306.33	890.00
465002	Leadville	Alfred Parker	1.30	2,525.34	786.00
465003	Pueblo	C. R. Houchins	.52	4,165.70	868.00
			4.93	13,997.37	2,544.00
	UTAH.				
469001	Salt Lake City	C. R. Houchins	1.65	7,645,27	1,111.00
	WASHINGTON.				
471001	Seattle	Alfred Parker	4.57	4,389.96	1,790.00
	OREGON.				
473001	Portland	Charles P. Church	18.13	26,655.58	3,585.73
	CALIFORNIA.				
476002	Oakland	E. A. Chilton	5.73	35,877.76	2,828.00
476003	Sacramento	J. P. Stewart and W. H. Smith.	1.23	9,834.24	1,067.00
476004	San Bernardino	Alfred Parker	.91	4,819.88	444.00
476005	San Francisco	J. P. Stewart and W. H. Smith.	3.71	18,084.72	3,100.00
476006	San Jose	Alfred Parker	1.00	6,962.80	555.00
476007	Stockton	do	.75	5,304.00	499.00
476008	Los Angeles	P. H. Idol	6.16	20,974.22	2,473.00
476009	do	A. W. Sanborn	2.65	3,322.80	277.00
			22.74	105,180.42	11,243.00

F.—*Electric and cable car mail service in operation June 30, 1899.*

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MAINE.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
301001	Springvale, Sanford	Mousam River R. R. Co	2.51										
	Springvale, Port. & Roch. R. R.			0.68	4		4						
	Port. & Roch. R. R., Springvale			.68	4		4						
	Port. & Roch. R. R., Sanford			1.83	4		4	6,285.04		Closed pouch		$250.00	Electricity.
	Sanford, Port. & Roch. R. R			1.83	4		4						
301002	Vacant.												
301003	Skowhegan, Norridgewock	Skowhegan and Norridgewock Electric R. R. and Power Co.	6.18										
	Skowhegan, South Norridgewock			5.49	2		2						
	South Norridgewock, Skowhegan			5.49	1		1						
	South Norridgewock, Somerset R. R. Station.			.15	1		1						
	Somerset R. R. Station, South Norridgewock.			.15	1		1	5,587.05		do		250.00	Do.
	Somerset R. R. Station, Norridgewock.			.54	1		1						
	Norridgewock, Somerset R. R. Station.			.54	1		1						
301004	Portland, Cashs Corner	Portland and Cape Elizabeth Rwy. Co.	4.63										
	Portland, Knightsville			1.63	3		3						
	Knightsville, Portland			1.63	3		3						
	Knightsville, Pleasantdale			1.64	3		3						
	Pleasantdale, Knightsville			1.64	3		3	8,695.14		do	3.00	260.85	Do.
	Pleasantdale, Cashs Corner			1.36	3		3						
	Cashs Corner, Pleasantdale			1.36	3		3						
301005	Portland, Willard	Portland and Cape Elizabeth Rwy. Co.	4.32										
	Portland, Knightsville			1.63	3	1	3						
	Knightsville, Portland			1.63	3	1	3						
	Knightsville, South Portland			1.30	3	1	3						
	South Portland, Knightsville			1.30	3	1	3	8,562.24		do	3.00	256.86	Do.
	South Portland, Willard			1.39	3	1	3						
	Willard, South Portland			1.39	3	1	3						

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F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MAINE—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
301006	Camden, Me. Cent. R. R. at Rockland, Me.	Rockland, Thomaston and Camden Street Rwy.	8.46										
	Camden, Rockport			1.70	4	a1	4	21,403.80	5	Apartment	3.75	$802.64	Electricity.
	Rockport, Camden			1.70	4	a1	4						
	Rockport, Glencove			4	4	a1	4						
	Glencove, Rockport			4	4	a1	4						
	Glencove, Rockland			2.42	4	a1	4						
	Rockland, Glencove			2.42	4	a1	4						
	Rockland, Maine Central R. R.			.34	4	a1	4						
	Maine Central R. R., Rockland			.34	4	a1	4						
301007	Atlantic and St. Lawrence Rwy. at South Paris, Me., Norway.	Norway and Paris Street Rwy.	1.51										
	Atlantic and St. Lawrence Rwy. Station at South Paris to Norway.			1.51	5		5	4,726.30		Closed pouch		200.00	Do.
	Norway to Atlantic and St. Lawrence Rwy. Station at South Paris.			1.51	5		5						
301008	Woodfords, East Deering	Portland R. R. Co	2.10										
	Woodfords, East Deering			2.10	3		3	3,943.80		do	2.00	118.31	Do.
	East Deering, Woodfords			2.10	3		3						
			20.71					59,203.37				2,128.66	
	NEW HAMPSHIRE.												
302001	Portsmouth, York Beach	Portsmouth, Kittery and York Street Rwy.	15.75		(b)	(b)	(b)						
	Portsmouth, Kittery			1.26	2		2						
	Kittery, Portsmouth			1.26	2		2						
	Kittery, Kittery Point			2.70	2		2						
	Kittery Point, Kittery			2.70	2		2						
	Kittery Point, York Corner			6.72	2		2						
	York Corner, Kittery Point			6.72	2		2						
	York Corner, Village			.50	2		2	25,105.50	8	Apartment	6.08	1,506.32	Do.
	York Village, York Corner			.50	2		2	1,228.50		Closed pouch	3.00	36.85	

	York Village, York			1	2		2						
	York, York Village			1	2		2						
	York, Cape Neddick			3.50	2		2						
	Cape Neddick, York			3.50	2		2						
	Cape Neddick, York Beach			.07	2		2						
	York Beach, Cape Neddick			.07	2		2						
302002	Chester, Derry Depot	Chester and Derry R. R. Association.	7.63										
	Chester, East Derry			5.47	3		3						
	East Derry, Chester			5.47	3		3						
	East Derry, Derry			1.08	5		5	17,033.46	do	do	3.00	511.00	Do.
	Derry, East Derry			1.08	5		5						
	Derry, Derry Depot			1.08	5		5						
	Derry Depot, Derry			1.08	5		5						
302003	Hampton, Hampton Beach	Exeter Street Rwy. Co	3.25										
	Hampton, Hampton Beach			3.25	c3		c3	1,540.50	do	do		150.00	Do.
	Hampton Beach, Hampton			3.25	3		3						
			26.63					44,907.96				2,204.17	
	VERMONT.												
303001	Brattleboro, West Brattleboro	Brattleboro Street R. R. Co.d	2.50										
	Brattleboro, West Brattleboro			2.50	4	1	4	6,520.00	do	do		200.00	Do.
	West Brattleboro, Brattleboro			2.50	4	1	4						
303002	Springfield, Boston and Maine R. R. Station, at Charlestown, N. H.	Springfield Electric Rwy. Co	6.51										
	Springfield, Vt., Boston and Maine R. R. Station, at Charlestown, N. H.			6.51	6	1	6	25,128.60	do	do	3.00	753.85	Do.
	Boston and Maine R. R. Station at Charleston, N. H., Springfield, Vt.			6.51	6	1	6						
303003	Stowe, Central Vermont R. R. at Waterbury.	Mount Mansfield Electric R. R. Co.	11.08										
	Stowe, Moscow			2.60	e2	1	e2						
	Moscow, Stowe			2.60	2	1	2						
	Moscow, Waterbury Center			4.55	2	1	2						
	Waterbury Center, Moscow			4.55	2	1	2	17,351.28	do	do	3.00	520.53	Do.
	Waterbury Center to Cent. Vt. R. R. at Waterbury.			3.93	2	1	2						
	Cent. Vt. R. R. at Waterbury to Waterbury Center.			3.93	2	1	2						
			20.09					48,999.88				1,474.38	

a Sunday service June 15 to Sept. 15 each year.
b July 1 to Sept. 30, each year, 2 additional round trips of R. P. O. car service on week days and holidays, and 1 additional round trip on Sundays over whole route. Oct. 1 to June 30 of each year, 1 trip of closed-pouch service on Sundays over whole route.
c Agreement for period each year, July 1 to Sept. 30.
d Agreement.
e From June 1 to Sept. 30, of each year (105 days), an additional round trip over whole route.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
304001	Boston, Brookline Station	Boston Elevated Rwy. Company.	8.86										
	Boston, Back Bay Station			1.52	7	2	3						
	Back Bay Station, Boston			1.52	6	2	3						
	Back Bay Station, Brookline Station.			2.60	3	2	3						
	Brookline Station, Back Bay Station.			2.60	2	2	3						
	Brookline Station, Brighton Station.			4.13	7	2	3						
	Brighton Station to Brookline Station.			4.13	6	2	3						
	Brighton Station, via Roxbury Crossing Station to Boston.			6.35	1			38,292.90	15 7	Independent..	11.68	$4,472.60	Electricity.
	Back Bay Station, Roxbury Crossing Station.			1.70	4								
	Roxbury Crossing Station, Back Bay Station.			1.70	4								
	Roxbury Crossing Station, Brookline Station.			1.50	4								
	Brookline Station, Roxbury Crossing Station.			1.50	4								
304002	Boston, Roxbury Crossing Station	Boston Elevated Rwy. Co	3.65										
	Boston, Back Bay Station			1.52	1	1	1						
	Back Bay Station, Boston			1.52	3	2	3						
	Back Bay Station, Station A			1.94	1	1	1						
	Station A, Back Bay Station			1.94	2	2	3						
	Station A, Roxbury Station			1.08	8	3	3						
	Roxbury Station, Station A			1.08	6	3	3						
	Roxbury Station, Roxbury Crossing Station.			.86	8	1	1	19,639.56	15 7	do.....	11.68	2,293.90	Do.
	Roxbury Crossing Station, Roxbury Station.			.86	6	1	1						
	Roxbury Crossing Station, Back Bay Station.			1.70	1								
	Boston, Station A			1.71	7	2	2						
	Station A, Boston			1.71	4	1							

304003	Boston, North Cambridge Station	Boston Elevated Rwy. Co.	6.39											
	Boston, Back Bay Station			1.52	3		1							
	Back Bay Station, Boston			1.52	2									
	Back Bay Station, Cambridgeport Station.			2.50	3		1							
	Cambridgeport Station, Back Bay Station.			2.50	2									
	Cambridgeport Station, Cambridge Station.			1.04	7	3	3							
	Cambridge Station, Cambridgeport Station.			1.04	7	3	3	29,525.08	15	7	do.....	11.68	3,448.52	Do.
	Cambridge Station, North Cambridge Station.			1.34	7	2	2							
	North Cambridge Station, Cambridge Station.			1.34	7	2	2							
	Boston, Cambridgeport Station			4.02	4	3	2							
	Cambridgeport Station, Boston			4.02	5	3	3							
304004	Boston, Somerville Station	Boston Elevated Rwy. Co.	3.24											
	Boston, Cambridgeport Station			4.02	a1		a1							
	Cambridgeport Station, Somerville Station.			1.45	1		1							
	Boston, East Cambridge Station			1.87	4	2	1							
	East Cambridge Station, Boston			1.87	1									
	East Cambridge Station, Somerville Station.			1.37	5	2	1							
	Somerville Station, East Cambridge Station.			1.37	4	1	2							
	East Cambridge Station, North Cambridge Station.			2.63	1	1	1							
	North Cambridge Station, Cambridge Station.			1.34	1	1	1							
	Somerville Station, Charlestown Station.			2.66	5	3	2							
	Charlestown Station, Somerville Station.			2.66	3	1	1	24,093.56	15	7	do.....	11.68	2,814.12	Do.
	Charlestown Station, Boston			1.09	6	3	3							
	Boston, Charlestown Station			1.09	3	1	1							
	East Cambridge Station, Charlestown Station.			4.03	1		1							
	Cambridge Station, Cambridgeport Station.			1.04	1	1	1							
	Cambridgeport Station, Back Bay Station.			2.50	1	1	1							
	Back Bay Station, via Boston and Albany Railroad depots, to Boston.			2.06	1	1	1							
	Boston, Somerville Station			3.24		1	1							

a Via Union Station.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
304005	Boston, Dorchester Station	Boston Elevated Rwy Co...	4.49										
	Boston, South Boston Station			1.67	9	3	4						
	South Boston Station, Boston			1.67	9	3	4						
	South Boston Station, Dorchester Station.			2.82	7	3	3	22 892.08	15 7	Independent..	11.68	$2,673.79	Electricity.
	Dorchester Station, South Boston Station.			2.82	7	3	3						
304006	Boston, Dorchester Station and Back Bay Station.	Boston Elevated Rwy. Co...	5.70										
	Boston, Charlestown Station			1.09	1		1						
	Charlestown Station, via Union Station, to Back Bay Station.			3.82	1		1						
	Back Bay Station, Station A, South End.			1.94	6		1						
	Station A, South End, Back Bay Station.			1.94	4								
	Station A, South End, Roxbury Station.			1.08	6		1						
	Roxbury Station, Station A, South End.			1.08	5			20,734.95	15 7	do	11.68	2,421.84	Do.
	Roxbury Station, Dorchester Station.			2.68	5		1						
	Dorchester Station, Roxbury Station.			2.68	4								
	Dorchester Station, South Boston Station.			2.82	1								
	South Boston Station, Boston			1.67	1								
	Boston, Back Bay Station			1.52	1								
	Station A (South End), Boston			1.71	1								
304007	Boston, Boston (night circuit)	Boston Elevated Rwy. Co...											
	Boston, South Boston Station			1.67	2	2	2						
	South Boston Station, Dorchester Station.			2.82	1	1	1						
	Dorchester Station, Roxbury Station.			2.68	2	2	2						
	Roxbury Station, Station A, South End.			1.08	2	2	2						

	Station A, South End, Roxbury Station.			1.08	1	1	1							
	Roxbury Station, Back Bay Station			3.02	1	1	1							
	Station A, South End, Back Bay Station.			1.94	2	2	2							
	Back Bay Station, Brookline Station.			2.60	1	1	1							
	Brookline Station, Back Bay Station.			2.60	1	1	1							
	Brookline Station, Dorchester Station.			4.75	1	1	1	17,238.95	15	7	do	11.68	2,013.51	Do.
	Back Bay Station, Cambridgeport Station.			2.50	1	1	1							
	Cambridgeport Station, Somerville Station.			1.45	1	1	1							
	Somerville Station, Cambridge Station.			1.95	1	1	1							
	Cambridge Station, Cambridgeport Station.			1.04	1	1	1							
	Cambridgeport Station, Brookline Station.			3.29	1	1	1							
	South Boston Station, Station A (South End).			1.81	1	1	1							
	Back Bay Station, Boston			1.52	1	1	1							
	Back Bay Station, via Providence, and Boston & Albany depots, Boston.			2.06	1	1	1							
304008	Northampton, Williamsburg	Northampton Street Rwy. Co	8.63											
	Northampton, Florence			2.64	4		4							
	Florence, Northampton			2.64	4		4							
	Florence, Leeds			2.10	4		4							
	Leeds, Florence			2.10	4		4	21,609.52	9	0	Apartment ...	6.75	1,458.64	Do.
	Leeds, Haydenville			1.57	4		4							
	Haydenville, Leeds			1.57	4		4							
	Haydenville, Williamsburg			2.32	4		4							
	Williamsburg, Haydenville			2.32	4		4							
304009	Conway, Fitchburg Railroad Station.	Conway Electric Street Rwy. Co.	5.16											
	Conway, Conway Station			4.79	4		4							
	Conway Station, Conway			4.79	4		4							
	Conway Station, Fitchburg R. R. Station.			.37	2		2	12,457.40			Closed pouch .	3.00	373.72	Do.
	Fitchburg R. R. Station, Conway Station.			.37	2		2							
304010	Abington, N. Y., N. H. and Hartford R. R. at North Abington.	Rockland and Abington Street Rwy. Co.	2.00											
	Abington, North Abington				6		6							
	North Abington, Abington				8		8							
	North Abington, N. Y., N. H. and H. R. R.				6		6	8,764.00			do	3.00	262.92	Do.
	N. Y., N. H. and H. R. R., North Abington.				8		8							

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
304011	Worcester, Stations B, C, and D	Worcester Consolidated Street Rwy. Co.	7.35										
	Worcester, Station B			1.93	5	1	3	23,512.65		Closed pouch	3.00	$705.37	Electricity.
	Station B, Worcester			1.93	5	1	2						
	Worcester, Station C			2.32	5	1	3						
	Station C, Worcester			2.32	5	1	2						
	Worcester, Station D			3.10	5	1	3						
	Station D, Worcester			3.10	5	1	2						
304012	Hatherly, Whitman	Rockland and Abington Street Rwy. Co.	6.45										
	Hatherly, Rockland			1.27	2		2	11,318.08		do	3.00	339.54	Do.
	Rockland, Hatherly			1.27	2		2						
	Rockland, Abington			2.94	3		3						
	Abington, Rockland			2.94	3		3						
	Abington, Whitman			2.24	3		3						
	Whitman, Abington			2.24	3		3						
304013	Vacant.												
304014	New Bedford, Fall River	Dartmouth and Westport Street Rwy. Co.	*a* 13.93										
	New Bedford, North Dartmouth			3.48	5		5	43,600.90		do		800.00	Do.
	North Dartmouth, New Bedford			3.48	5		5						
	North Dartmouth, North Westport.			7.81	5		5						
	North Westport, North Dartmouth.			7.81	5		5						
	North Westport, Fall River			2.64	5		5						
	Fall River, North Westport			2.64	5		5						
304015	Greenfield, Turners Falls	Greenfield and Turners Falls Street Rwy. Co.	4.49		(*b*)		(*b*)						
	Greenfield, Union Depot			.13	2		1	14,096.65		do	3.00	422.60	Do.
	Union Depot, Greenfield			.13	2								
	Union Depot, Montague City			2.54	5	1	1						
	Montague City, Union Depot			2.54	5	1	1						
	Montague City, Turners Falls			1.82	5	1	1						
	Turners Falls, Montague City			1.82	5	1	1						

304016	Shelburne Falls, Colerain	Shelburne Falls and Colerain Street Rwy. Co.	6.58		(c)		(c)						
	Shelburne Falls, Shattuckville			2.77	3		1						
	Shattuckville, Shelburne Falls			2.77	2		1						
	Shattuckville, Griswoldville			1.03	3		1						
	Griswoldville, Shattuckville			1.63	2		1	10,179.26	do	do	3.00	305.37	Do.
	Griswoldville, Lyonsville			1.03	3		1						
	Lyonsville, Griswoldville			1.03	2		1						
	Lyonsville, Colerain			1.15	3		1						
	Colerain, Lyonsville			1.15	2		1						
304017	Bridgewater, Taunton	Brockton, Bridgewater and Taunton Street Rwy. Co.	10.78		(c)		(c)						
	Bridgewater, Scotland			2.51	2		1						
	Scotland, Bridgewater			2.51	2		1						
	Scotland, Raynham			4.50	2		1	13,367.20	do	do	3.00	401.01	Do.
	Raynham, Scotland			4.50	2		1						
	Raynham, Taunton			3.77	2		1						
	Taunton, Raynham			3.77	2		1						
304018	Quincy, East Weymouth	Quincy and Boston Street Rwy. Co.	5.40										
	Quincy, North Weymouth			3.14	5		1						
	North Weymouth, Quincy			3.14	5		1						
	North Weymouth, Weymouth Heights Station.			.83	5		1						
	Weymouth Heights Station, North Weymouth.			.83	5		1						
	Weymouth Heights Station, Weymouth Heights.			.10	5		1						
	Weymouth Heights, Weymouth Heights Station.			.10	5		1	16,599.60	do	do	3.00	497.98	Do.
	Weymouth Heights, Weymouth Center.			.75	5		1						
	Weymouth Center, Weymouth Heights.			.75	5		1						
	Weymouth Center, East Weymouth.			.58	5		1						
	East Weymouth, Weymouth Center.			.58	5		1						
304019	Hingham, South Hingham	Hingham Street Rwy. Co	2.50										
	Hingham, Hingham Center			.90	4		4						
	Hingham Center, Hingham			.90	4		4	6,260.00	do	do		250.00	Do.
	Hingham Center, South Hingham			1.60	4		4						
	South Hingham, Hingham Center			1.60	4		4						

a Agreement.

b Week days, 308; holidays, 5.

c Week days, 307; holidays, 6.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
304020	Ridge Hill, N. Y., N. H. and Hartford R. R. Station.	Hanover Street Rwy. Co....	5.25										
	Ridge Hill, North Hanover			1.00	3		3						
	North Hanover, Ridge Hill			1.00	3		3						
	North Hanover, Assinippi			1.00	3		3						
	Assinippi, North Hanover			1.00	3		3						
	North Hanover, Rockland			3.05	3		3	9,859.50		Closed pouch..	3.00	$295.78	Electricity.
	Rockland, North Hanover			3.05	3		3						
	Rockland, N. Y., N. H. and H. R. R			.20	3		3						
	N. Y., N. H. and H. R. R. to Rockland			.20	3		3						
304021	South Natick, Natick	South Middlesex Street Rwy. Co.	2.00										
	South Natick, Natick			2.00	3		3	3,756.00		do		200.00	Do.
	Natick, South Natick			2.00	3		3						
304022	Boston, Somerville Station, West Somerville Station, and Cambridge Station.	Boston Elevated Rwy. Co...	2.99										
	Cambridgeport Station.												
	Somerville Station, West Somerville Station.			1.95	4	1	2	5,356.52		do	3.00	160.69	Do.
	West Somerville Station, Somerville Station.			1.95	4	1	2						
	Cambridge Station, Cambridgeport Station.			1.04	1		1						
304023	Worcester, Marlboro	Worcester and Marlborough Street Rwy. Co. *a*	16.02										
	Worcester, Shrewsbury			5.78	3	1	1						
	Shrewsbury, Worcester			5.78	3	1	1						
	Shrewsbury, Northboro			4.50	3	1	1						
	Northboro, Shrewsbury			4.50	3	1	1	31,303.08		do		600.00	Do.
	Northboro, Marlboro			5.74	3	1	1						
	Marlboro, Northboro			5.74	3	1	1						
304024	Northampton, Bay State	Northampton Street Rwy. Co. *a*	2.18										
	Northampton, Bay State			2.18	3		2	4,063.52		do		150.00	Do.
	Bay State, Northampton			2.18	3		2						

304025	Haverhill, Cushing	Haverhill and Amesbury Street Rwy. Co. *a*	17.56										
	Haverhill, Merrimac			6.26	2		2	19,710.64		do		496.82	Do.
	Merrimac, Haverhill			6.26	2		2						
	Merrimac, Amesbury			4.55	2		2						
	Amesbury, Merrimac			4.55	2		2						
	Amesbury, Salisbury			4.32	2		2						
	Salisbury, Amesbury			4.32	2		2						
	Salisbury, Cushing			2.43	*b* 2		*b* 2						
	Cushing, Salisbury			2.43	*b* 2		*b* 2						
304026	North Amherst, Amherst	Amherst and Sunderland Street Rwy. Co.	2.51										
	North Amherst, Amherst			2.51	3		3	4,713.78		do		200.00	Do.
	Amherst, North Amherst			2.51	3		3						
304027	Collinsville, Lowell	Lowell and Suburban Street Rwy. Co.	3.90										
	Collinsville, Dracut			1.92	2		2	4,882.80		do		200.00	Do.
	Dracut, Collinsville			1.92	2		2						
	Dracut, Lowell			1.98	2		2						
	Lowell, Dracut			1.98	2		2						
304028	Newtonville Station, Newton Upper Falls Station.	Newton and Boston Street Rwy. Co.	4.77										
	Newtonville Station, Walnut street Transfer (n. o.)			.95	1		1	6,688.81		do		250.00	Do.
	Walnut street Transfer (n. o.), Newton Center.			.98	1		1						
	Walnut street Transfer (n. o.), Newton Highlands Station.			1.18	1		1						
	Newton Highlands Station, Newton Upper Falls Station.			1.66	5		5						
	Newton Upper Falls Station, Newton Highlands Station.			1.66	6		6						
304029	Hingham, Surfside	Hingham Street Rwy. Co	3.49										
	Hingham, Nantasket			2.67	*c* 5	*c* 1	*c* 5	7,747.80		do		250.00	Do.
	Nantasket, Hingham			2.67	*c* 5	*c* 1	*c* 5						
	Nantasket, Surfside			.82	*c* 5	*c* 1	*c* 5						
	Surfside, Nantasket			.82	*c* 5	*c* 1	*c* 5						
	Hingham, Nantasket			2.67	*d* 3		*d* 3						
	Nantasket, Hingham			2.67	*d* 3		*d* 3						
	Nantasket, Surfside			.82	*d* 3		*d* 3						
	Surfside, Nantasket			.82	*d* 3		*d* 3						
304030	Worcester, Leicester	Worcester and Suburban Street Rwy. Co.	7.13										
	Worcester, Cherry Valley			4.61	3		3	18,390.14		do	3.00	401.70	Do.
	Cherry Valley, Worcester			4.61	3		3						
	Cherry Valley, Leicester			2.52	3		3						
	Leicester, Cherry Valley			2.52	3		3						

a Agreement. *b* June 16 to Sept. 15, 79 days. *c* July 1 to Sept. 30. *d* Oct. 1 to June 30.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Trips per day. Sundays (52).	Trips per day. Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
304031	Whitman, Brockton	Brockton Street Rwy. Co.	5.02										
	Whitman, Brockton			5.02	4		4	12,570.08		Closed pouch	3.00	$377.10	Electricity.
	Brockton, Whitman			5.02	4		4						
304032	New Bedford, South Dartmouth	Union Street Rwy. Co.	3.79										
	New Bedford, South Dartmouth			3.79	3		3	7,117.62		do		250.00	Do.
	South Dartmouth, New Bedford			3.79	3		3						
304033	Brockton, Stoughton	Brockton Street Rwy. Co.	5.95										
	Brockton, Stoughton			5.95	2		2	7,449.40		do		250.00	Do.
	Stoughton, Brockton			5.95	2		2						
304034	North Attleboro, Pawtucket, R. I.	Interstate Consolidated Street Rwy. Co.	8.35										
	North Attleboro, Oldtown			2.86	3	1	3						
	Oldtown, North Attleboro			2.86	3	1	3						
	Oldtown, South Attleboro			1.33	3	1	3	16,549.70		do	3.00	496.49	Do.
	South Attleboro, Oldtown			1.33	3	1	3						
	South Attleboro, Pawtucket			4.16	3	1	3						
	Pawtucket, South Attleboro			4.16	3	1	3						
			196.51					510,934.73				30,534.01	
	RHODE ISLAND.												
305001	Westerly, Watch Hill	Pawcatuck Valley Street Rwy. Co.	5.80										
	Westerly, Avondale			4.00	2		1						
	Avondale, Westerly			4.00	2		1						
	Avondale, Watch Hill			1.80	2		1						
	Watch Hill, Avondale			1.80	2		1						
	Between same points—												
	May 1–June 24				2		2	5,428.80		Closed pouch		250.00	Electricity.
					2		2						
	June 25–Sept. 15				4	1	4						
					4	1	4						
	Sept. 16–Sept. 30				2		2						
					2		2						

305002	Woonsocket, Cumberland Hill	Woonsocket Street Rwy. Co	4.82										
	Woonsocket, Cumberland Hill			4.82	2		2	6,034.64		do		250.00	Do.
	Cumberland Hill, Woonsocket			4.82	2		2						
305003	Woonsocket, Slatersville	Woonsocket Street Rwy. Co	4.17										
	Woonsocket, Forestdale			3.24	3		3						
	Forestdale, Woonsocket			3.24	3		3	7,831.26		do		250.00	Do.
	Forestdale, Slatersville			.93	3		3						
	Slatersville, Forestdale			.93	3		3						
305004	Tiverton, Mile Corner (n. o.)	Newport and Fall River Street Rwy. Co.	10.99										
	Tiverton, Portsmouth			3.07	2		2						
	Portsmouth, Tiverton			3.07	2		2						
	Portsmouth, South Portsmouth			2.89	2		2						
	South Portsmouth, Portsmouth			2.89	2		2						
	South Portsmouth, Mile Corner (n. o.).			5.03	2	a 1	2	13,930.50		do	3.00	417.91	Do.
	Mile Corner (n. o.), South Portsmouth.			5.03	2	a 1	2						
305005	Mile Corner (n. o.), Newport		1.70										
	Mile Corner (n. o.), Newport			1.70	2	a 1	2	2,186.20		do		175.00	Do.
	Newport, Mile Corner (n. o.)			1.70	2	a 1	2						
			27.48					35,411.40				1,342.91	
	CONNECTICUT.												
306001	Hartford, South Glastonbury	Hartford Street Rwy. Co	9.74										
	Hartford, East Hartford Meadows			.89	3		3						
	East Hartford Meadows, Hartford			.89	3		3						
	East Hartford Meadows, Silver Lane.			1.56	3		3						
	Silverlane, East Hartford Meadows.			1.56	3		3						
	Silverlane, Hockanum			1.72	3		3	18,291.72		Closed pouch.	3.00	548.75	Electricity.
	Hockanum, Silverlane			1.72	3		3						
	Hockanum, Naubuc			1.58	3		3						
	Naubuc, Hockanum			1.58	3		3						
	Naubuc, Glastonbury			.61	3		3						
	Glastonbury, Naubuc			.61	3		3						
	Glastonbury, South Glastonbury			3.38	3		3						
	South Glastonbury, Glastonbury			3.38	3		3						
306002	Vacant.												
306003	Hartford, West Hartford	Hartford Street Rwy. Co	3.73										
	Hartford, West Hartford			3.69	3		2	6,962.04		do		250.00	Do.
	West Hartford, Hartford			3.78	3		2						
306004	Norwich, Taftville	Norwich Street Rwy. Co	4.14										
	Norwich, Greenville			1.37	5		5						
	Greenville, Norwich			1.37	5		5	12,958.20		do	3.00	388.74	Do.
	Greenville, Taftville			2.77	5		5						
	Taftville, Greenville			2.77	5		5						

a June 1 to September 30, each year.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week day, (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	CONNECTICUT—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
306005	Hartford, Manchester	Hartford, Manchester and Rockville Tramway Co. *a*	10.82										
	Hartford, East Hartford			1.91	4		2						
	East Hartford, Hartford			1.91	4	1	2						
	East Hartford, Burnside			1.94	4		2						
	Burnside, East Hartford			1.94	4	1	2						
	Burnside, Manchester Center (n. o.).			4.87	4		2						
	Manchester Center (n. o.), Burnside.			4.87	4	1	2						
	Manchester Center (n. o.), Manchester.			1.30	4		2	27,285.36		Closed pouch..		$803.72	Electricity.
	Manchester, Manchester Center (n. o.).			1.30	4		2						
	Manchester Center (n. o), South Manchester.			.80	4		2						
	South Manchester, Manchester Center (n. o.)			.80	4	1	2						
306006	Windsor, Rainbow	Hartford Street Rwy. Co.	5.13										
	Windsor, Poquonock			4.08	4		1						
	Poquonock, Windsor			4.08	4		1						
	Poquonock, Rainbow			1.05	4		1	12,630.06		do	3.00	378.90	Do.
	Rainbow, Poquonock			1.05	4		1						
306007	East Haven, Whitneyville	New Haven Street Rwy. Co.	8.51										
	East Haven, New Haven			5.75	3		2						
	New Haven, East Haven			5.75	3		2						
	New Haven, Whitneyville			2.76	2		2	14,173.52		do	3.00	425.20	Do.
	Whitneyville, New Haven			2.76	2		2						
306008	New Haven, Montowese	Fairhaven and Westville R. R. Co.	5.55										
	New Haven, Station A			1.91	7	1	3						
	Station A, New Haven			1.91	7	1	3						
	Station A, Montowese			3.64	2		2	13,018.58		do	3.00	390.55	Do.
	Montowese, Station A			3.64	2		2						

306009	New Ha en, Highwood	Fairhaven and Westville R. R. Co.	2.25										
	New Haven, Highwood			2.25	2		2	2,817.00		do		175.00	Do.
	Highwood, New Haven			2.25	2		2						
306010	New Haven, Westville	Fairhaven and Westville R. R. Co.	2.50										
	New Haven, Westville			2.50	4		2	6,190.00		do		250.00	Do.
	Westville, New Haven			2.50	4		2						
306011	Hartford, Station A	Hartford Street Rwy. Co	1.00										
	Hartford, Station A			1.00	5	2	3	4,496.00		do		200.00	Do.
	Station A, Hartford			1.00	9	1	4						
306012	Westport, N. Y., N. H. & H. R. R	Westport and Saugatuck Street Rwy. Co.	1.82										
	Westport, Saugatuck			1.78	7		7	7,405.58		do		250.00	Do
	Saugatuck, Westport			1.78	6		6						
	Saugatuck, N. Y., N. H. & H. R. R.			.04	7		7						
	N. Y., N. H. & H. R. R., Saugatuck			.04	6		6						
306013	New Haven, Woodmont, New Haven Allingtown.	Winchester Avenue R. R. Co.	10.61										
	New Haven, West Haven			3.26	5		2	25,714.58		do		771.43	Do.
	West Haven, New Haven			3.26	5		2						
	West Haven, Woodmont			5.35	4		1						
	Woodmont, West Haven			5.35	4		1						
	New Haven, Allingtown			2.00	2		1						
	Allingtown, New Haven			2.00	2		1						
306014	Meriden, Station A	Meriden Electric R. R. Co	5.65										
	Meriden, Yalesville												
	Meriden, Station A			.68	6		3						
	Station A, Meriden			.68	6		3						
	Meriden, South Meriden			2.21	3		2						
	South Meriden, Meriden			2.21	3		2	11,789.60		do	3.00	353.68	Do.
	South Meriden, Tracy			1.37	3		2						
	Tracy, South Meriden			1.37	3		2						
	Tracy, Yalesville			1.39	3		2						
	Yalesville, Tracy			1.39	3		2						
306015	Bridgeport (East Side Station) N. Y., N. H. & H. R. R. Station.	Bridgeport Traction Co	0.80										
	East Side Station, N. Y., N. H. & H. R. R. Station.			.80	10		10	5,008.00		do		200.00	Do.
	N. Y., N. H. & H. R. R. Station, East Side Station.			.80	10		10						
306016	Vacant.												
306017	Middletown, Gildersleeve	Middletown Street Rwy. Co.	4.04										
	Middletown, Portland			1.52	5		5	11,067.68		do	3.00	332.03	Do.
	Portland, Middletown			1.52	5		5						
	Portland, Gildersleeve			2.52	4		4						
	Gildersleeve, Portland			2.52	4		4						
			78.29					179,807.92				5,713.00	

a Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
307001	Williamsville, Buffalo (Seneca and Main streets).	Buffalo and Williamsville Electric Rwy. Co.	10.08										
	Williamsville, Snyder			2.11	2								
	Snyder, Williamsville			2.11	2								
	Snyder, Eggertsville			1.00	2								
	Eggertsville, Snyder			1.00	2								
	Eggertsville, City Line (n. o.)			.90	2								
	City Line (n. o.), Eggertsville			.90	2			12,620.16		Closed pouch.	3.00	$378.60	Electricity.
	City Line (n. o.), Seneca and Main streets, Buffalo.			6.07	2								
	Seneca and Main streets, Buffalo, City Line (n. o.).			6.07	2								
307002	Brooklyn, Coney Island Station	Nassau Electric R. R. Co.	10.30										
	Brooklyn, Flatbush Avenue Depot			1.33	a15	5	a8						
	Flatbush Avenue Depot, Brooklyn			1.33	a15	6	a9						
	Flatbush Avenue Depot, Station V			1.41	a15	5	a8						
	Station V, Flatbush Avenue Depot			1.41	a15	6	a9						
	Station V, Blythebourne Station			3.08	a5	1	a2						
	Blythebourne Station, Station V			3.08	a5	1	a2	51,097.08		do	3.00	1,532.91	Do
	Blythebourne Station, Station H			1.97	a5	1	a2						
	Station H, Blythebourne Station			1.97	a5	1	a2						
	Station H, Coney Island Station			2.51	a5	1	a2						
	Coney Island Station, Station H			2.51	a5	1	a2						
307003	Vacant.												
307004	Jamestown D., A. V. & Pitts. Station (n. o.).	Jamestown Street Ry. Co	3.30										
	Jamestown, Falconer			3.00	3		3						
	Falconer, Jamestown			3.00	3		3	6,009.60		do		250.00	Do.
	Falconer, R. R. Depot			.30	2		2						
	R. R. Depot, Falconer			.30	2		2						
307005	Vacant.												
307006	Vacant.												

307007	Newburg, Walden	Newburg Electric Rwy. Co.b	11.75										
	Newburg, Crawford Mills Station			4.00	4		4						
	Crawford Mills Station, Newburg			4.00	5		5						
	Crawford Mills Station, Orange Lake Station			2.00	4		4						
	Orange Lake Station, Crawford Mills Station			2.00	5		5						
	Orange Lake Station, East Walden Station			3.50	3		3	29,500.25		do		600.00	Do.
	East Walden Station, Orange Lake Station			3.50	4		4						
	East Walden Station, Walden			2.25	3		3						
	Walden, East Walden Station			2.25	4		4						
307008	Utica, New York Mills, Whitesboro, New Hartford	Utica Belt Line Street Rwy. Co.	9.16										
	Utica, Yorkville			3.24	3		3						
	Yorkville, Utica			3.24	3		3						
	Yorkville, New York Mills			.87	3		3						
	New York Mills, Yorkville			.87	3		3						
	Yorkville Junction (n.o.), Whitesboro			1.02	1		1	15,925.44		do	3.00	477.76	Do.
	Whitesboro, Yorkville Junction (n.o.)			1.02	1		1						
	Utica, New Hartford			4.03	3		3						
	New Hartford, Utica			4.03	3		3						
307009	Vacant.												
307010	Vacant.												
307011	Port Dickinson, Union	Binghamton R. R. Co	11.76										
	Port Dickinson, Binghamton			3.11	3		3						
	Binghamton, Port Dickinson			3.11	3		3						
	Binghamton, Lestershire			2.44	3		3						
	Lestershire, Binghamton			2.44	3		3						
	Lestershire, Hooper			3.47	3		3	22,085.28		do	3.00	662.55	Do.
	Hooper, Lestershire			3.47	3		3						
	Hooper, Union			2.74	3		3						
	Union, Hooper			2.74	3		3						
307012	Niagara Falls, Station A	Niagara Falls and Suspension Bridge Rwy. Co.	1.92										
	Niagara Falls, Station A			1.92	9	3	9	10,715.52		do	3.00	321.46	Do.
	Station A, Niagara Falls			1.92	8	2	8						
307013	New York, One hundred and ninety-fourth street terminus	Third Avenue R. R. Co	12.34		(c)		(c)						
	General post-office, Station D			1.66	34	6	8						
	Station D, General post-office			1.66	34	4	9						
	Station D, Madison Square Station			.76	34	6	8						
	Madison Square Station, Station D			.76	34	4	9	263,397.30	19 6	Trailer	7.31	19,254.34	Do.
	Madison Square Station, Station F			.26	34	6	8						

a Week days, 305; holidays, 8.

b Agreement.

c Week days, 304; holidays, 9.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
307013-Cont'd.	New York, One hundred and ninety-fourth street terminus.	Third Avenue R. R. Co	12.34										
	Station F, Madison Square Station.			0.26	34	4	9						
	Station F, Station H			.80	34	6	8						
	Station H, Station F			.80	34	4	9						
	Station H, Station Y			1.19	34	6	8						
	Station Y, Station H			1.19	34	4	9						
	Station Y, Station K			.91	34	6	8						
	Station K, Station Y			.91	34	4	9						
	Station K, Station L			2.08	34	6	8						
	Station L, Station K			2.08	34	4	9	263,397.30	19 6	Trailer	7.31	$19,254.34	Electricity.
	Station L, Station J			.74	34	6	8						
	Station J, Station L			.74	34	4	9						
	Station J, Station M			2.03	34	6	8						
	Station M, Station J			2.03	34	4	9						
	Station M, One hundred and ninety-fourth street.			1.91	34	6	8						
	One hundred and ninety-fourth street, Station M.			1.91	34	4	9						
307014	Vacant.												
307015	Brooklyn, mail stations and post-offices	Brooklyn Heights R. R. Co	32.82		(a)		(a)						
	General post-office, Station B			2.44	18	2	4						
	Station B, General post-office			2.44	17	5	8						
	Station B, Station D			1.61	18	2	4						
	Station D, Station B			1.61	17	5	8						
	Station D, Station E			1.09	18	2	4						
	Station E, Station D			1.09	17	5	8						
	Station E, Station S			1.92	18	2	4						
	Station S, Station E			1.92	17	5	8	133,788.48	16 0	Independent	12.00	16,054.52	Do.
	Station S, Station A			1.10	18	2	4						
	Station A, Station S			1.10	17	5	8						
	Station A, Station W			1.11	18	2	4						
	Station W, Station A			1.11	17	5	8						
	Station W, General post-office			2.77	18	2	4						
	General post-office, Station W			2.77	17	5	8						

	Brooklyn mail stations and post-offices	Brooklyn Heights R. R. Co.			(a)		(a)						
	General post-office, Flatbush Station.			3.47	11	2	3						
	Flatbush Station, general post-office.			3.47	10	2	3						
	General post-office, Station C			4.13	12	2	7						
	Station C, general post-office			4.13	12	3	5						
	Station C, Fort Hamilton			2.70	5	1	3						
	Fort Hamilton, Station C			2.70	5	1	3						
	Broadway and Flushing avenue, Metropolitan N. Y.			1.69	4		1						
	Metropolitan, Broadway and Flushing avenue.			1.69	4		1						
	Metropolitan, Maspeth			1.09	4		1	99,884.66		Closed pouch.	3.00	2,996.53	Do.
	Maspeth, Metropolitan			1.09	4		1						
	Maspeth, Elmhurst			1.75	4		1						
	Elmhurst, Maspeth			1.75	4		1						
	Elmhurst, Corona			.88	4		1						
	Corona, Elmhurst			.88	4		1						
	Corona, Flushing			2.94	4		1						
	Flushing, Corona			2.94	4		1						
	Station W, Station G			1.61	13	5	4						
	Station G, Station W			1.57	15	6	5						
	Station G, Manhattan avenue and Box street.			.55	3		1						
	Manhattan avenue and Box street, Station G.			.55	6		2						
307016	Fredonia, Dunkirk Station	Dunkirk and Fredonia R. R. Co. *b*	3.50										
	Fredonia, Nickel Plate R. R. Sta.	(*c*)		2.41	10	1	6						
	Nickel Plate R. R. Sta., Fredonia			2.41	10	2	6						
	Nickel Plate R. R. Station, Dunkirk Station.			1.09	9	1	6	21,213.65		do	3.00	636.40	Do.
	Dunkirk Sta., Nickel Plate R. R. Sta			1.09	8	2	6						
307017	Vacant.												
307018	Fishkill, N. Y. C. and H. R. R. R.	Citizens' Street Rwy. Co	5.70										
	Fishkill, Glenham			2.38	5		3						
	Glenham, Fishkill			2.38	5		3						
	Glenham, Matteawan			1.83	5		3						
	Matteawan, Glenham			1.83	5		3						
	Matteawan, Fishkill on the Hudson			.95	5		3	17,681.40		do	3.00	530.44	Do.
	Fishkill on the Hudson, Matteawan			.95	5		3						
	Fishkill on the Hudson, depot			.54	5		3						
	Depot, Fishkill on the Hudson			.54	5		3						
307019	Rochester, letter boxes	Rochester Rwy. Co. *a*	18.57										
	Car B.												
	General post-office, State and Church streets.			.03	5	2	2	48,546.32	15 0	Independent..	3.00	3,883.57	Electricity.

a Week days, 304; holidays, 9.

b 305 week days and 7 holidays.

c On July 4, 2 trips out and 4 in over each section of route.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
307019—Cont'd	Rochester, letter boxes	Rochester Rwy. Co	18.75										
	Car B—Continued.												
	State and Church streets, general post-office.			.03	5	2	2						
	State and Church streets, State and Center streets.			.12	5	2	2						
	State and Center streets, State and Church streets.			.12	5	2	2						
	State and Center streets, State street and Lyell avenue.			.44	5	2	2						
	State street and Lyell avenue, Lake and Driving Park avenues.			1.47	5	2	2						
	Lake and Driving Park avenues, State street and Lyell avenue.			1.47	5	2	2						
	Lake and Driving Park avenues, Lake avenue and Ridge road.			1.00	2	2	1						
	Lake avenue and Ridge road, Lake and Driving Park avenues.			1.00	2	2	1						
	State street and Lyell avenue, Lyell avenue and Saratoga street.			.37	5	2	2						
	Lyell avenue and Saratoga street, Canal Bridge.			.23	5	2	2						
	Canal Bridge, Lyell avenue and Saratoga street.			.23	5	2	2						
	Lyell avenue and Saratoga street, Main and Sophia streets.			1.05	5	2	2						
	Main and Sophia streets, West avenue and York street.			.98	5	2	2						
	West avenue and York street, Main and Sophia streets.			.98	5	2	2						
	Main avenue and Sophia street, Main and North streets.			1.71	5	2	2						

	Main and North streets, Main and Goodman streets.			1.13	5	2	2						
	Main and Goodman streets, Main and North streets.			1.13	5	2	2						
	Main and North streets, North street and Central avenue.			.45	5	2	2						
	North street and Central avenue, North avenue and Bay street.			.84	5	2	2						
	North avenue and Bay street, North street and Central avenue.			.84	5	2	2	48,546.82	15 0	Independent..	8.00	$3,883.57	Electricity.
	North street and Central avenue, State and Center streets.			.76	5	2	2						
	Car C.												
	General post-office, St. Paul and Main streets.			.34	5	2	2						
	St. Paul and Main streets, general post-office.			.34	5	2	2						
	St. Paul and Main streets, Culver road and Park avenue.			2.10	5	2	2						
	Culver road and Park avenue, St. Paul and Main streets.			2.10	5	2	2						
	St. Paul and Main streets, St. Paul and Court streets.			.30	5	2	2						
	St. Paul and Court streets, St. Paul and Main streets.			.30	5	2	2						
	St. Paul and Court streets, South avenue and Linden street.			1.12	5	2	2						
	South avenue and Linden street, St. Paul and Court streets.			1.12	5	2	2						
	South avenue and Linden street, Stewart street and Mount Hope avenue.			1.00	2	2	1						
	Stewart street and Mount Hope avenue, South avenue and Linden street.			1.00	2	2	1						
	St. Paul and Court streets, Monroe and Adwin streets.			1.40	5	2	2						
	Monroe and Adwin streets, St. Paul and Court streets.			1.40	5	2	2						
	St. Paul and Main streets, St. Paul and Lowell streets.			.91	5	2	2						
	St. Paul and Lowell streets, St. Paul and Main streets.			.91	5	2	2						
	St. Paul and Lowell streets, Deaf Mute Institute.			1.24	2	2	1						
	Deaf Mute Institute, St. Paul and Lowell streets.			1.24	2	2	1						
807020	Elmira, Elmira Heights Station	West Side R. R. Co.*a*	4.69										
	Elmira, Elmira Heights Station			4.69	6	1	2	16,839.96		Closed pouch		100.00	Do.
	Elmira Heights Station, Elmira			4.69	5	1	2						

a Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
307021	Youngstown, N. Y. C. and H. R. R. R.	Lewiston and Youngstown Frontier Rwy. Co.	6.26										
	Youngstown, Lewiston			5.71	4		4	15,675.04		Closed pouch.	3.00	$470.25	Electricity.
	Lewiston, Youngstown			5.71	4		4						
	Lewiston, railroad depot			.55	4		4						
	Railroad depot, Lewiston			.55	4		4						
307022	Vacant.												
307023	Vacant.												
307024	New Paltz, Poughkeepsie	New Paltz and Wallkill Valley R. R. Co	11.32				(a)						
	New Paltz, Ohioville			1.92	3		2	20,964.34		do	3.00	628.94	Do.
	Ohioville, New Paltz			1.92	3		2						
	Ohioville, Ettings Corners (n. o.)			1.25	3		2						
	Ettings Corners (n. o.), Ohioville			1.25	3		2						
	Ettings Corners (n. o.), Loyd			1.66	3		2						
	Loyd, Ettings Corners (n. o.)			1.66	3		2						
	Loyd, Pratts Mills (n. o.)			1.76	3		2						
	Pratts Mills (n. o.), Loyd			1.76	3		2						
	Pratts Mills (n. o.), Poughkeepsie			3.60	3		2						
	Poughkeepsie, Pratts Mills (n. o.)			3.60	3		2						
	Pratts Mills (n. o.), Highland			1.13	3		2						
	Highland, Pratts Mills (n. o.)			1.13	3		2						
307025	Stillwater, Mechanicsville Station (n. o.).	Stillwater and Mechanicville Street Rwy. Co	3.96										
	Stillwater, Mechanicsville			3.48	4	1	4	10,928.64		do	3.00	327.85	Do.
	Mechanicsville, Stillwater			3.48	4	1	4						
	Mechanicsville, Mechanicsville Station (n. o.).			.48	6	1	6						
	Mechanicsville Station (n. o.), Mechanicsville.			.48	6	1	6						
307026	Northern Central R. R., Branchport	Penn Yan, Keuka Park and Branchport Rwy.	8.42										
	Northern Central R. R., Penn Yan			.75	3		3						
	Penn Yan, Northern Central R. R.			.75	3		3						
	Penn Yan, Keuka College			3.85	3		3						
	Keuka College, Penn Yan			3.85	3		3						

	Kenka College, Bluff Point			.43	3		3	15,812.76		do	3.00	474.38	Do.
	Bluff Point, Kenka College			.43	3		3						
	Bluff Point, Branchport			3.39	3		3						
	Branchport, Bluff Point			3.39	3		3						
307027	Poughkeepsie, Arlington	Poughkeepsie City and Wappinger Falls Electric Rwy. Co.	1.52										
	Poughkeepsie, Arlington			1.52	3		1	2,812.00		do		175.00	Do.
	Arlington, Poughkeepsie			1.52	3		1						
307028	Port Richmond, Castleton Corners	Staten Island Midland R. R. Co	2.48										
	Port Richmond, Castleton Corners			2.48	2		2	3,104.96		do		175.00	Do.
	Castleton Corners, Port Richmond			2.48	2		2						
307029	Olean, Bradford, Pa	Olean, Rock City and Bradford R. R. Co.	20.10										
	Olean, Fourmile			6.59	2		2						
	Fourmile, Olean			6.59	2		2						
	Fourmile, Knapp Creek			2.52	2		2						
	Knapp Creek, Fourmile			2.52	2		2						
	Knapp Creek, Goodell, Pa			1.34	2		2						
	Goodell, Pa., Knapp Creek			1.34	2		2						
	Goodell, Pa., Foster Brook, Pa			3.77	2		2						
	Foster Brook, Pa., Goodell, Pa			3.77	2		2						
	Foster Brook, Derrick City, Pa			1.47	2		2						
	Derrick City, Foster Brook, Pa			1.47	2		2	26,110.46		do	3.00	783.30	Do.
	Foster Brook, Kendall Creek Station, Pa.			2.90	2		2						
	Kendall Creek Station, Foster Brook, Pa.			2.90	2		2						
	Kendall Creek Station, Bradford, Pa.			1.51	2		2						
	Bradford, Kendall Creek Station, Pa.			1.51	4		4						
307030	Fort Edward Station (n. o.), Glens Falls.	Glen Falls, Sandy Hill, and Fort Edward Street R. R. Co.	6.74										
	Fort Edward Station (n. o.), Sandy Hill.			2.79	1	2	1						
	Sandy Hill, Fort Edward Station (n. o.).			2.79	1	1	1	5,270.68		do		250.00	Do.
	Sandy Hill, Glens Falls			3.95	1	2	1						
	Glens Falls, Sandy Hills			3.95	1	1	1						
307031	Syracuse, Elwood Park, Onondaga	Syracuse Rapid Transit Rwy. Co.	6.46										
	Syracuse, East Onondaga			3.40	2		1						
	East Onondaga, Syracuse			3.40	2		1						
	East Onondaga, Onondaga Valley			.60	2		1	7,997.48		do		250.00	Do.
	Onondaga Valley, East Onondaga			.60	2		1						
	Syracuse, Elmwood Park			2.46	2		1						
	Elmwood Park, Syracuse			2.46	2		1						

a On 4 holidays only 1 round trip over whole route.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
307032	Ithaca, Lehigh Valley R. R.	Ithaca Street Rwy. Co.	1.75										
	Ithaca, Lehigh Valley R. R.			1.75	4		4	3,834.25		Closed pouch		$200.00	Electricity.
	Lehigh Valley R. R., Ithaca			1.75	3		3						
07033	Huntington, Long Island R. R.	Huntington R. R. Co.	1.67										
	Huntington, Long Island R. R			1.67	5		5	5,227.10		do		250.00	Do.
	Long Island R. R., Huntington			1.67	5		5						
			206.57					866,543.11				51,663.90	
	NEW JERSEY.												
09001	Paterson, Singac	The New Jersey Electric Rwy. Co.	5.77										
	Paterson, Littlefalls			4.99	3		3	10,836.06		Closed pouch	3.00	325.08	Electricity.
	Littlefalls, Paterson			4.99	3		3						
	Littlefalls, Singac			.78	3		3						
	Singac, Littlefalls			.78	3		3						
309002	Bridgeton, Millville	Bridgeton and Millville Traction Co. *a*	10.81										
	Bridgeton, East Bridgeton Station (n. o.)			.87	6		6	23,215.21		do		600.00	Do.
	East Bridgeton Station (n. o.), Bridgeton.			.87	5		5						
	East Bridgeton Station (n. o.), Carmel.			4.96	4		4						
	Carmel, East Bridgeton Station (n. o.)			4.96	3		3						
	Carmel, Millville			4.98	3		3						
	Millville, Carmel			4.98	3		3						
309003	Atlantic City, Longport	West Jersey and Seashore R. R. Co.	7.00										
	Atlantic City, Ventnor			3.48	2	*b* 1	2	8,946.00		do	3.00	268.38	Do.
	Ventnor, Atlantic City			3.48	2	*b* 1	2						
	Ventnor, South Atlantic City			2.14	2	*b* 1	2						
	South Atlantic City, Ventnor			2.14	2	*b* 1	2						
	South Atlantic City, Longport			1.38	2	*b* 1	2						
	Longport, South Atlantic City			1.38	2	*b* 1	2						

309004	Newark, Broad and Market streets, Arlington.	North Jersey Street Rwy. Co. *c*	6.34										
	Broad and Market streets, Irvington.			2.92	3		2						
	Irvington, Broad and Market streets.			2.92	3		2						
	Broad and Market streets, Station E.			1.86	5	1	1	14,204.26		do	3.00	426.13	Do.
	Station E, Broad and Market streets.			1.86	5	1	1						
	Station E, Arlington			1.57	3		1						
	Arlington, Station E			1.57	3		1						
309005	Woodbury, Almonesson	Camden, Gloucester and Woodbury Rwy Co.	3.23										
	Woodbury, Almonesson			3.23	2		2	4,043.96		do		200.00	Do.
	Almonesson, Woodbury			3.23	2		2						
309006	Bridgeton, Fairton	Bridgeton and Millville Traction Co. *a*	3.77										
	Bridgeton, Fairton			3.77	3		3	7,080.06		do		200.00	Do.
	Fairton, Bridgeton			3.77	3		3						
309007	South Orange, Vailsburg	North Jersey Street Rwy. Co.	2										
	South Orange, Vailsburg			2	3		3	3,756		do		200.00	Do.
	Vailsburg, South Orange			2	3		3						
			38.92					72,081.55				2,319.59	
	PENNSYLVANIA.												
310001	Wilmerding, McKeesport	McKeesport, Wilmerding and Duquesne Rwy. Co. *a*	8.15										
	Pennsylvania R. R. Station, Wilmerding.			.22	7	4	7						
	Wilmerding, Pennsylvania R. R. Station.			.22	4	1	4						
	Wilmerding, East McKeesport			2.26	8	4	8	34,436.25		Closed pouch		600.00	Electricity.
	East McKeesport, Wilmerding			2.26	4	1	4						
	East McKeesport, McKeesport			5.67	8	4	8						
	McKeesport, East McKeesport			5.67	5	1	5						
310002	Beaver Falls, Beaver	Beaver Valley Traction Co.	5.12										
	Beaver Falls, New Brighton			1.59	8		8						
	New Brighton, Beaver Falls			1.59	5		5						
	New Brighton, Bolesville (n. o.)			1.40	8		8						
	Bolesville (n. o.), New Brighton			1.40	7		7						
	Bolesville (n. o.), West Bridgewater.			1.38	14		14	35,012.18		do	3.00	1,050.36	Do.
	West Bridgewater, Bolesville, (n. o.).			1.38	18		18						
	West Bridgewater, railroad depot.			.22	15		15						

a Agreement.

b Sunday service from July 1 to September 30.

c 304 week days; holidays 9.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per m traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents*		
310002–Cont'd	Beaver Falls, Beaver	Beaver Valley Traction Co.	5.12										
	Railroad depot, West Bridgewater.			0.22	19		19	35,012.18		Closed pouch..	3.00	$1,050.36	Electricity.
	Railroad depot, Beaver			.53	15		15						
	Beaver, railroad depot			.53	20		20						
310003	Bolesville (n. o.), Freedom	Peoples Electric Street Rwy. Co.	3.51										
	Freedom, railroad depot			1.52	2		2	19,440.43		do	3.00	583.21	Do.
	Railroad depot, Freedom			1.52	2		2						
	Railroad depot, Rochester			.24	10		10						
	Rochester, railroad depot			.24	12		12						
	Rochester, Bolesville			1.75	12		12						
	Bolesville, Rochester			1.75	17		17						
310004	Vacant.												
310005	Vacant.												
310006	Pittsburg, Mount Oliver	Pittsburg and Birmingham Traction Co.	4.27										
	Pittsburg, South Side Station			1.82	10	2	8	16,326.88		do	3.00	489.79	Do.
	South Side Station, Pittsburg			1.82	10		7						
	Brownsville avenue and Carson street, Mount Oliver.			2.45	3	1	2						
	Mount Oliver, Brownsville avenue and Carson street.			2.45	3	1	2						
310007	Vacant.												
310008	Pennsylvania R. R. Station at Columbia (n. o.), Marietta.	Pennsylvania Traction Co..	5.60										
	Marietta, Pennsylvania R. R. Station.			5.60	3		3	8,764.00		do	3.00	262.92	Do.
	Pennsylvania R. R. Station, Marietta.			5.60	2		2						
310009	Hazleton, Lattimer Mines	Lehigh Traction Co. *a*	7.69										
	Hazleton, Harleigh Switch (n. o.)			3.02	7		7	19,750.30		do		395.00	Do.
	Harleigh Switch (n. o.), Hazleton			3.02	5		5						
	Harleigh Switch (n. o.), Harleigh			.50	3		3						
	Harleigh, Harleigh Switch (n. o.)			.50	2		2						
	Harleigh, Ebervale			1.61	2		2						
	Ebervale, Harleigh			1.61	2		2						

	Harleigh Switch (n. o.), Milnesville.			1.30	4		4						
	Milnesville, Harleigh Switch (n. o.).			1.30	3		3						
	Milnesville, Lattimer Mines			1.26	4		4						
	Lattimer Mines, Milnesville			1.26	3		3						
310010	Vacant.												
310011	Philadelphia, Station G, Germantown.	Peoples Passenger Rwy. Co.	6.68										
	General Post-Office, Station S			1.04	18	6	13						
	Station S, General Post-Office			1.15	18	6	13						
	Station S, Station O			.90	18	6	13						
	Station O, Station S			.90	18	6	13						
	Station O, Station Q			1.12	18	6	13						
	Station Q, Station O			1.19	18	6	13						
	Station Q, Receiving Station No. 21.			.56	18	6	13						
	Receiving Station No. 21, Station Q.			.56	18	6	13	78,970.96	15	Separate	11.25	8,884.23	Do.
	Receiving Station No. 21, Station R			.61	18	6	13						
	Station R, Receiving Station No. 21.			.61	18	6	13						
	Station R, Wayne Junction			1.09	18	6	13						
	Wayne Junction, Station R			1.09	18	6	13						
	Wayne Junction, Station G			1.27	18	6	13						
	Station G, Wayne Junction			1.27	18	6	13						
310012	Minersville, Pottsville	Schuylkill Electric Rwy. Co.	4.79										
	Minersville, Pottsville			4.79	4		4	11,994.16		Closed pouch	3.00	359.82	Do.
	Pottsville, Minersville			4.79	4		4						
310013	Pottstown, Sanatoga	Pottstown Passenger Rwy. Co.	3.10										
	Pottstown, Sanatoga			3.10	2		2	3,881.20		do		200.00	Do.
	Sanatoga, Pottstown			3.10	2		2						
310014	Hazleton, McAdoo	Lehigh Traction Co. a	5.46										
	Hazleton, R. R. station			1.25	6		6						
	R. R. station, Hazleton			1.25	6		6						
	R. R. station, Jeansville			1.35	5		5						
	Jeansville, R. R. station			1.35	4		4						
	Jeansville, Tresckow			.40	5		5	16,016.21		do		320.00	Do.
	Tresckow, Jeansville			.40	4		4						
	Tresckow, Audenreid			1.60	5		5						
	Audenreid, Tresckow			1.60	4		4						
	Audenreid, McAdoo			.86	4		4						
	McAdoo, Audenreid			.86	3		3						
310015	Vacant.												
310016	Scranton, Dickson City	Scranton Rwy. Co	4.72										
	Scranton, Dickson City			4.15	3		3	8,328.93		do		250.00	Do.
	Dickson City, Scranton			4.72	3		3						
310017	Scranton, Dunmore	Scranton Rwy. Co	2.75										
	Scranton, Dunmore			2.56	4		4	6,886.00		do		250.00	Do.
	Dunmore, Scranton			2.94	4		4						

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F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
310018	Media, Chester	Chester Traction Co	6.34										
	Media, Chester			6.34	3		3	11,906.52		Closed pouch	3.00	$357.19	Electricity.
	Chester, Media			6.34	3		3						
310019	Moores Station (n. o.), Essington	Prospect Street Rwy. Co.	1.67										
	Essington, Moores Station (n. o.)			1.67	2		1	2,080.82		do		175.00	Do.
	Moores Station (n. o.), Essington			1.67	2		1						
310020	Lockhaven, Millhall	Lockhaven Traction Co.	3.85										
	Lockhaven, Flemington			2.21	2		2						
	Flemington, Lockhaven			2.21	2		2	4,820.20		do		200.00	Do.
	Flemington, Millhall			1.64	2		2						
	Millhall, Flemington			1.64	2		2						
310021	Lancaster, Lititz	Pennsylvania Traction Co. *a*	10.22										
	Lancaster, Neffsville			5.80	4		4						
	Neffsville, Lancaster			5.80	4		4						
	Neffsville, Kisselhill			2.69	4		4	25,591.98		do		600.00	Do.
	Kisselhill, Neffsville			2.69	4		4						
	Kisselhill, Lititz			1.73	4		4						
	Lititz, Kisselhill			1.73	4		4						
310022	Philadelphia (Sixty-third and Market streets), Newtown Square.	Philadelphia and Westchester Traction Co.	8.42										
	Sixty-third and Market streets, Upper Darby.			.76	2		1						
	Upper Darby, Sixty-third and Market streets.			.76	2		1						
	Upper Darby, Llanerch			2.06	2		1						
	Llanerch, Upper Darby			2.06	2		1						
	Llanerch, Manoa			.78	2		1	10,423.96		do	3.00	312.72	Do.
	Manoa, Llanerch			.78	2		1						
	Manoa, Adele			1.30	2		1						
	Adele, Manoa			1.30	2		1						
	Adele, Broomall			1.44	2		1						
	Broomall, Adele			1.44	2		1						
	Broomall, Newtown Square			2.08	2		1						
	Newtown Square, Broomall			2.08	2		1						
310023	Vacant.												

310024	Westchester, Wilmington and Northern R. R.	Westchester Street Rwy. Co.	4.17											
	Westchester, Lenape and R. R. station.			4.17	2		2	5,220.84			do.....		250.00	Do.
	Lenape and R. R. station, Westchester.			4.17	2		2							
310025	Philadelphia, Station I (Manayunk)	Union Traction Co. of Philadelphia.	7.94											
	General post-office, Pennsylvania R. R.			.64	19	7	14							
	Pennsylvania R. R., general post-office.			.64	19	7	14							
	Pennsylvania R. R., Station A			.25	19	7	14							
	Station A, Pennsylvania R. R.			.25	19	7	14							
	Station A, Station J			.98	19	7	14							
	Station J, Station A			1.13	19	7	14							
	Station J, Station C			1.11	19	7	14	92,462.14	15	0	Separate.....	11.25	10,401.99	Do.
	Station C, Station J			.97	19	7	14							
	Station C, Receiving Station No. 16			.92	17	5	12							
	Receiving Station No. 16, Station C			.89	17	5	12							
	Receiving Station No. 16, Station Z			1.69	17	5	12							
	Station Z, Receiving Station No. 16			1.69	17	5	12							
	Station Z, Station I			2.38	17	5	12							
	Station I, Station Z			2.38	17	5	12							
310026	Philadelphia, Sixty-third and Market streets.	Union Traction Co. of Philadelphia.	4.99											
	General post-office, Pennsylvania R. R.			.64	19	6	14							
	Pennsylvania R. R., general post-office.			.61	19	6	14							
	Pennsylvania R. R., Station A			.25	19	6	14							
	Station A, Pennsylvania R. R.			.25	19	6	14							
	Station A, Thirty-second and Market streets.			.92	19	6	14							
	Thirty-second and Market streets, Station A.			.92	19	6	14	32,984.10	15	0	do.....	11.25	3,710.70	Do.
	Thirty-second and Market streets, Station B.			.58	19	6	14							
	Station B, Thirty-second and Market streets.			.58	19	6	14							
	Station B, Sixty-third and Market streets.			2.62	2		2							
	Sixty-third and Market streets, Station B.			2.62	2		2							
310027	Philadelphia, (Thirty-second and Market streets), Darby, Pa.	Union Traction Co. of Philadelphia.	4.98											
	Thirty-second and Market streets, Receiving Station No. 37.			.62	9		4	27,708.72	15	0	do.....	11.25	3,117.22	Do.
	Receiving Station No. 37, Thirty-second and Market streets.			.62	9		4							

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F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
310027–Cont'd	Philadelphia (Thirty-second and Market streets), Derby, Pa.	Union Traction Co. of Philadelphia.	4.98										
	Receiving Station No. 37, Receiving Station No. 12.			1.14	9		4						
	Receiving Station No. 12, Receiving Station No. 37.			1.14	9		4						
	Receiving Station No. 12, Station U.			2.22	9		4	27,708.72	15 0	Separate.....	11.25	$3,117.22	Electricity.
	Station U, Receiving Station No. 12.			2.22	9		4						
	Station U, Darby			1.00	9		4						
	Darby, Station U			1.00	9		4						
310028	Philadelphia (general post-office, general post-office).	Union Traction Co. of Philadelphia.	3.83										
	General post-office, Station P			1.09	19	7	12						
	Station P, Receiving Station No. 5			.08	19	7	12						
	Receiving Station No. 5, Station D			.93	19	7	12						
	Station D, Station A			.87	19	7	12	24,010.27	15 0	do	11.25	2,701.14	Do.
	Station A, Pennsylvania R. R			.25	19	7	12						
	Pennsylvania R. R., Philadelphia			.61	19	7	12						
310029	Philadelphia, Station F	Union Traction Co. of Philadelphia.	6.74										
	General post-office, Station S			1.08	18	5	11						
	Station S, general post-office			1.15	18	5	11						
	Station S, Station O			.83	18	5	11						
	Station O, Station S			.91	18	5	11						
	Station O, Station K			1.12	18	5	11						
	Station K, Station O			1.21	18	5	11	79,037.91	15 0	do	11.25	8,891.75	Do.
	Station K, Station E			1.41	18	5	11						
	Station E, Station K			1.38	18	5	11						
	Station E, Station F			2.22	18	5	11						
	Station F, Station E			2.18	18	5	11						
310030	Norristown, Wissahickon Station	Roxboro, Chestnut Hill, Norristown Rwy. Co. *a*	12.50										
	Norristown, Plymouth Meeting			4.71	2		2						
	Plymouth Meeting, Norristown			4.71	2		2						
	Plymouth Meeting, Lafayette Hill			2.32	2		2						

	Lafayette Hill, Plymouth Meeting			2.32	2		2						
	Lafayette Hill, Wissahickon Station.			5.47	2		2	15,650.00		Closed pouch		350.00	Do.
	Wissahickon Station, Lafayette Hill.			5.47	2		2						
310031	Chester, Upland	Chester Traction Co. *a*	2.00										
	Chester, Upland			2.00	4		4	5,008.00		do		200.00	Do.
	Upland, Chester			2.00	4		4						
310032	Langhorne, Bristol	Newtown, Langhorne and Bristol Trolley Street Rwy. Co.	9.35										
	Langhorne, Langhorne Station			1.26	5		5						
	Langhorne Station, Langhorne			1.26	4		4						
	Langhorne Station, Hulmeville			1.59	4		4						
	Hulmeville, Langhorne Station			1.59	4		4						
	Hulmeville, Midway (Newportville).			2.01	3		3	16,913.04		do	3.00	507.39	Do.
	Midway (Newportville), Hulmeville.			2.01	3		3						
	Midway (Newportville), Bristol			3.49	2		2						
	Bristol, Midway (Newportville)			3.49	2		2						
310033	Harrisburg, West Fairview	Harrisburg and Mechanicsburg Electric Rwy. Co.	3.25										
	Harrisburg, Wormleysburg			1.00	3		3						
	Wormleysburg, Harrisburg			1.00	3		3	6,103.50		do		250.00	Do.
	Wormleysburg, West Fairview			2.25	3		3						
	West Fairview, Wormleysburg			2.25	3		3						
310034	Pennsylvania R. R. depot at Lancaster, Millersville.	Pennsylvania Traction Co.	4.76										
	Pennsylvania R. R. depot at Lancaster, Bausman.			2.00	4		2						
	Bausman, Pennsylvania R. R. depot at Lancaster.			2.00	4		2	11,785.76		do	3.00	353.57	Do.
	Bausman, Millersville			2.76	4		2						
	Millersville, Bausman			2.76	4		2						
310035	Pittsburg, Pittsburg	Consolidated Traction Co.	12.42										
	Pittsburg, Forbes and High streets			.30	8	2	4						
	Forbes and High streets, High street and Fifth avenue.			.07	8	2	4						
	High street and Fifth avenue, Substation No. 1.			2.08	8	2	4						
	Substation No. 1, Shady avenue			2.20	8	2	4						
	Shady avenue, Shady and Penn avenues.			.53	8	2	4	31,383.92	20	0 Independent..	13.50	4,236.82	Do.
	Shady and Penn avenues, Station A.			.13	8	2	4						
	Station A, Thirty-fourth street and Penn avenue.			2.40	8	2	4						
	Thirty-fourth street and Penn avenue, Station B.			.06	7	2	4						

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F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

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	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
310035–Cont'd.	Pittsburg, Pittsburg	Consolidated Traction Co...	12.42										
	Station B, Thirty-fourth street and Penn avenue.			.66	7	2	4						
	Station B, Forty-seventh and Butler streets.			.34	7	2	4						
	Forty-seventh and Butler streets, Station B.			.34	7	2	4						
	Thirty-fourth street and Penn avenue, Twenty-second street and Penn avenue.			1.06	8	2	4	31,383.92	20.00	Independent..	13.50	$4,236.82	Electricity.
	Twenty-second street and Penn avenue, Twenty-second street and Liberty avenue.			.05	8	2	4						
	Twenty-second street and Liberty avenue, Union Depot.			.64	8	2	4						
	Union Depot, Pittsburg			.96	8	2	4						
	Pittsburg, Station A			5.13	5	2	5						
	Station A, Pittsburg			5.13	4	2	4						
	Pittsburg, Station B			2.84	3	2	2	19,346.57		Closed pouch .	3.00	580.39	Do.
	Station B, Pittsburg			2.84	1		1						
310036	Norristown, Collegeville	Schuylkill Valley Traction Co.	7.83										
	Norristown, Jeffersonville			2.27	2		2						
	Jeffersonville, Norristown			2.27	2		2						
	Jeffersonville, Eagleville			2.50	2		2						
	Eagleville, Jeffersonville			2.50	2		2	9,803.16		do	3.00	294.09	Do.
	Eagleville, Collegeville			3.06	2		2						
	Collegeville, Eagleville			3.06	2		2						
310037	Harrisburg, Progress	Harrisburg Traction Co	3.62										
	Harrisburg, Penbrook			.78	3		3						
	Penbrook, Harrisburg			.78	3		3	6,798.36		do		250.00	Do.
	Penbrook, Progress			2.84	3		3						
	Progress, Penbrook			2.84	3		3						
310038	Newtown, Newtown, Langhorne and Bristol Trolley Street Rwy. (310032).	Newtown Electric Street Rwy. Co. *a*	3.79										
	Newtown, N., L. & B. T. St. Rwy.			3.79	2		1	4,692.02		do		100.00	Do.
	N., L. & B. T. St. Rwy., Newtown			3.79	2		1						

310039	Schuylkill Haven, Orwigsburg	Schuylkill Electric Rwy. Co. a	5.60										
	Schuylkill Haven, Adamsdale			2.90	4		4	14,022.40		do		250.00	Do.
	Adamsdale, Schuylkill Haven			2.90	4		4						
	Adamsdale, Orwigsburg			2.70	4		4						
	Orwigsburg, Adamsdale			2.70	4		4						
310040	Easton, Bethlehem	Easton, Palmer and Bethlehem St. Rwy. Co.	11.62										
	Easton, Dryland			5.93	2		2	14,548.24		do	3.00	436.44	Do.
	Dryland, Easton			5.93	2		2						
	Dryland, Butztown			1.86	2		2						
	Butztown, Dryland			1.86	2		2						
	Butztown, Bethlehem			3.83	2		2						
	Bethlehem, Butztown			3.83	2		2						
310041	Allegheny, Bellevue Station	United Traction Co	5.00										
	Allegheny, Bellevue Station			5.00	3		1	9,250.00		do	3.00	277.50	Do.
	Bellevue Station, Allegheny			5.00	3		1						
310042	Richlandtown, Quakertown	Quakertown Traction Co	3.58										
	Richlandtown, Richland Center			2.37	2		2	8,119.22		do		250.00	Do.
	Richland Center, Richlandtown			2.37	2		2						
	Richland Center, P. & R. R. R. Sta.			.08	4		4						
	P. & R. R. R. Sta., Richland Center.			.08	4		4						
	P. & R. R. R. Sta., Quakertown			1.13	7		7						
	Quakertown, P. & R. R. R. Sta			1.13	7		7						
			210.31					749,478.65				52,699.24	
	MARYLAND AND DISTRICT OF COLUMBIA.												
313001	Bethesda, Washington, D. C. (Station A).	Georgetown and Tennallytown Rwy. Co.	5.62										
	Bethesda, Tennallytown			2.42	2	1	2	9,579.12		Closed pouch	3.00	287.37	Electricity.
	Tennallytown, Bethesda			2.42	2	1	2						
	Tennallytown, Station A			3.20	3	1	2						
	Station A, Tennallytown			3.20	3	1	2						
313002	Chevy Chase, Washington, D. C. (Substation No. 5).	Capital Traction Co	5.48										
	Chevy Chase, Washington, D. C. (Substation No. 5).			5.48	3	1	1	9,031.04		do	3.00	270.93	Do.
	Washington, D. C. (Substation No. 5), Chevy Chase.			5.48	2	1	1						
313003	Vacant.												
313004	Washington, D. C. (Florida avenue and Seventh street), Sligo.	Brightwood Rwy. Co	5.35										
	Florida avenue and Seventh street, Brightwood.			2.83	3		3	8,469.78		do	3.00	254.09	Do.
	Brightwood, Florida avenue and Seventh street.			2.83	3		3						

a Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
313004-Cont'd.	Washington, D. C. (Florida avenue and Seventh street), Sligo.	Brightwood Rwy. Co	5.35										
	Brightwood, Oakgrove			1.50	2		2	8,469.78		Closed pouch.	3.00	$254.09	Electricity.
	Oakgrove, Brightwood			1.50	2		2						
	Oakgrove, Sligo			1.02	2		2						
	Sligo, Oakgrove			1.02	2		2						
313005	Vacant.												
313006	Washington, D. C. (Fifteenth and F streets NW.), Station F.	Capital Traction Co	2.31										
	Fifteenth and F streets, Station F			2.31	a 6	1	a 4	8,861.16		do	3.00	265.83	Do.
	Station F, Fifteenth and F streets			2.31	a 6	1	a 4						
313007	Washington, D. C. (Thirty-sixth and M. streets NW.), Eighth and M streets SE.	Capital Traction Co	5.15										
	Thirty-sixth and M streets NW., Substation No. 36.			.01	12	2	5						
	Substation No. 36, Thirty-sixth and M streets NW.			.01	12	2	5						
	Substation No. 36, Station A			.44	12	2	5						
	Station A, Substation No. 36			.44	12	2	5						
	Station A, Substation No. 24			.50	12	2	5						
	Substation No. 24, Station A			.50	12	2	5						
	Substation No. 24, Substation No. 3			.54	12	2	5						
	Substation No. 3, Substation No. 24			.54	12	2	5						
	Substation No. 3, Substation No. 30			.29	12	2	5						
	Substation No. 30, Substation No. 3			.29	12	2	5						
	Substation No. 30, Station C			.41	12	2	5						
	Station C, Substation No. 30			.41	12	2	5						
	Station C, Substation No. 18			.29	12	2	5						
	Substation No. 18, Station C			.29	12	2	5						
	Substation No. 18, Substation No. 6.			.49	12	2	5						
	Substation No. 6, Substation No. 18			.49	12	2	5						
	Substation No. 6, general post-office.			.07	12	2	5						

	General post-office, Substation No. 6.			.07	12	2	5	39, 25.30	16	0	Trailer	6.00	2,355.19	Do.
	General post-office, B. & P. R. R.			.00	12	2	5							
	B. & P. R. R., general post-office			.00	12	2	5							
	B. & P. R. R., Substation No. 26			.25	12	2	5							
	Substation No. 26, B. & P. R. R			.25	12	2	5							
	Substation No. 26, Substation No. 19.			.84	12	2	5							
	Substation No. 19, Substation No. 26.			.84	12	2	5							
	Substation No. 19, Station B			.18	12	2	5							
	Station B, Substation No. 19			.18	12	2	5							
	Station B, Substation No. 28			.27	12	2	5							
	Substation No. 28, Station B			.27	12	2	5							
	Substation No. 28, Substation No. 8.			.40	12	2	5							
	Substation No. 8, Substation No. 28.			.40	12	2	5							
	Substation No. 8, Eighth and M streets SE.			.17	12	2	5							
	Eighth and M streets SE., Substation No. 8.			.17	12	2	5							
313008	Baltimore, South Baltimore Station, Station E (Arlington).	Baltimore Consolidated Rwy. Co.	14.46											
	South Baltimore Station, Fairfield Station.			.80	b8	4	c4 d8							
	Fairfield Station, South Baltimore Station.			.80	b8	4	c4 d8							
	Fairfield Station, Brooklyn Station.			1.19	b8	4	c8 d4							
	Brooklyn Station, Fairfield Station.			1.19	b8	4	c4 d8							
	Brooklyn Station, Brooklyn barn.			.10	b12	4	c4 d8							
	Brooklyn barn, Brooklyn Station.			.10	b12	4	c4 d8							
	Brooklyn barn, Station C			2.78	b13	6	c6 d11	101, 133.84	15	4	Separate	12.00	12, 136.06	Do.
	Station C, Brooklyn barn			2.78	b13	6	c6 d11							
	Station C, Charles and Fayette streets.			.86	b13	6	c6 d11							
	Charles and Fayette streets, Station C.			.86	b13	6	c6 d11							
	Charles and Fayette streets, Substation No 32.			3.00	b12	4	c4 d8							
	Substation No. 32, Station F			1.00	b12	4	c4 d8							
	Station F, Gwynn Oak avenue, and Liberty road.			2.24	b12	4	c4 d8							

a Week days, 307; holidays, 6. b Week days, 303. c Holidays, 4. d Holidays, 6.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (300).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
13008–Cont'd	Baltimore, South Baltimore Station, Station E (Arlington),	Baltimore Consolidated Rwy. Co.	14.46										
	Gwynn-Oak avenue, and Liberty road, Powhatan Station.			1.87	a2		c1						
	Powhatan Station, Gwynn-Oak avenue, and Liberty road.			1.87	a2		c1						
	Gwynn-Oak avenue, and Liberty road, Station E.			1.06	a12	4	b4 c8						
	Station E, Druid Hill avenue barn.			4.07	a12	4	b4 c8	101,133.84	15 4	Separate.....	12.00	$12,136.06	Electricity.
	Druid Hill avenue barn, Charles and Fayette streets			2.35	a13	6	b6 c11						
	Charles and Fayette streets, Druid Hill avenue barn.			2.53	a1	2	b2 c3						
13009	Baltimore, Station L, Saint Helena Station.	Baltimore Consolidated Rwy. Co.	12.22		a11								
	Station L, Station M			1.92	a11	2	b2 c4						
	Station M, Station L			1.92		2	b2 c4						
	Station M, Huntington avenue barn.			.81	a11	2	b2 c4						
	Huntington avenue barn, Station M.			.81	a11	2	b2 c4						
	Huntington avenue barn, Substation No. 1.			1.44	a12	4	b4 c6						
	Substation No. 1, Brooklyn barn..			1.44	a12	4	b4 c6						
	Substation No. 1, Baltimore			1.74	a12	4	b4 c6						
	Baltimore, Substation No. 1			1.69	a12	4	b4 c6						
	Baltimore, Station J.....			1.85	a12	4	b4 c6	75,331.38	15 3	do	12.00	9,039.76	Do.
	Station J, Baltimore.....			1.90	a12	4	b6 c6						

	Station J, Substation No. 26			1.02	a12	4	b4 c6							
	Substation No. 26, Station J			1.02	a12	4	b4 c6							
	Substation No. 26, Highlandtown barn.			.15	a12	4	b4 c6							
	Highlandtown barn, Substation No. 26.			.15	a12	4	b4 c6							
	Highlandtown barn, Saint Helena Station.			3.29	a4	...	b1 c2							
	Saint Helena Station, Highlandtown barn.			3.29	a4	...	b1 c2							
313010	Baltimore, Station A, Station G	Baltimore Consolidated Rwy. Co.	16.82											
	Station A, Station H			3.58	a10	2	2 c4							
	Station H, Station A			3.30	a10	2	b2 c4							
	Station H, Waverly barn			1.59	a10	2	b2 c4							
	Waverly barn, Station H			1.59	a10	2	b2 c4							
	Waverly barn, Station N			.34	a11	4	b4 c6							
	Station N, Waverly barn			.34	a11	4	b4 c6							
	Station N, Substation No. 18			1.49	a11	4	b4 c6							
	Substation No. 18, Station N			1.49	a11	4	b4 c6							
	Substation No. 18, North and Fayette streets.			1.16	a11	4	b4 c6	107,458.79	15	3	do....	12.00	12,895.05	Do.
	Holiday and Fayette streets, Substation No. 18.			1.15	a11	4	b4 c6							
	North and Fayette streets, Pratt and Howard streets.			.72	a11	4	b4 c6							
	Pratt and Howard streets, Holiday and Fayette streets.			.72	a11	4	b4 c6							
	Pratt and Howard streets, Columbia avenue barn.			1.12	a1	2	b2 c2							
	Columbia avenue barn, Pratt and Howard streets.			1.12	a1	2	b2 c2							
	Pratt and Howard streets, Station D.			3.17	a10	2	b2 c4							
	Station D, Pratt and Howard streets.			3.17	a10	2	b2 c4							
	Station D, Station G			4.44	a10	2	b2 c4							
	Station G, Station D			4.44	a10	2	b2 c4							

a Week days, 303. b Holidays, 4. c Holidays, 6.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
313011	Washington, D. C. (Thirty-sixth and M streets), East End, Va.	Washington, Arlington and Falls Church Rwy. Co.	10.03										
	Thirty-sixth and M streets, Rosslyn, Va.			.33	2	1	2						
	Rosslyn, Va., Thirty-sixth and M streets.			.33	2	1	2						
	Rosslyn, Fort Myer			2.00	2	1	2						
	Fort Myer, Rosslyn			2.00	2	1	2						
	Fort Myer, Arlington			1.20	2		2	13,384.88		Closed pouch.	3.00	$401.55	Electricity.
	Arlington, Fort Myer			1.20	2		2						
	Rosslyn, Murphy Station (n. o.)			1.38	2	1	1						
	Murphy Station (n. o.), Rosslyn			1.38	2	1	1						
	Murphy Station (n. o.), Ballston			1.62	2	1	1						
	Ballston, Murphy Station (n. o.)			1.62	2	1	1						
	Ballston, East End			3.50	2	1	1						
	East End, Ballston			3.50	2	1	1						
313012	Vacant.												
313013	Washington, D. C. (Seventh street extended loop), Four-and-a-half and O streets SW.	Metropolitan R. R. Co.	3.84										
	Seventh street extended loop, Substation No. 21.			1.24	10	2	5						
	Substation No. 21, Seventh street extended loop.			1.24	10	2	5						
	Substation No. 21, general post-office.			.25	10	2	5						
	General post-office, Substation No. 21.			.25	10	2	5						
	General post-office, Substation No. 29.			.08	10	2	5						
	Substation No. 29, general post-office.			.08	10	2	5	24,568.32	16 0	Trailer	6.00	1,474.10	Do.
	Substation No. 29, B. & P. R. R.			.64	10	2	5						
	B. & P. R. R., Substation No. 29			.64	10	2	5						
	B. & P. R. R., Station D			.85	10	2	5						
	Station D, B. & P. R. R			.85	10	2	5						

	Station D, Marshall Hall wharf			1.05	10	2	5						
	Marshall Hall wharf, Norfolk wharf.			.03	10	2	5						
	Norfolk wharf, Station D			.48	10	2	5						
313014	Washington, D. C. (Fifteenth and East Capitol), Connecticut and Florida avenues.	Metropolitan R. R. Co	4.88										
	Fifteenth and East Capitol streets, Station B.			.97	10	2	5						
	Station B, Fifteenth and East Capitol streets.			.97	10	2	5						
	Station B, Baltimore and Ohio Railroad.			.82	10	2	5						
	Baltimore and Ohio Railroad, Station B.			.82	10	2	5						
	Baltimore and Ohio Railroad, Substation No. 10.			.63	10	2	5						
	Substation No. 10, Baltimore and Ohio Railroad.			.57	10	2	5						
	Substation No. 10, general post-office.			.11	10	2	5						
	General post-office, Substation No. 10.			.11	10	2	5						
	General post-office, Substation No. 29.			.23	10	2	5	31,222.24	16 C	do	6.00	1,877.33	Do.
	Substation No. 29, general post-office.			.23	10	2	5						
	Substation No. 29, Station C			.41	10	2	5						
	Station C, Substation No. 29			.41	10	2	5						
	Station C, Substation No. 35			.38	10	2	5						
	Substation No. 35, Station C			.38	10	2	5						
	Substation No. 35, Substation No. 4.			.48	10	2	5						
	Substation No. 4, Substation No. 35.			.48	10	2	5						
	Substation No. 4, Substation No. 42.			.85	10	2	5						
	Substation No. 42, Substation No. 4.			.85	10	2	5						
	Substation No. 42, Connecticut and Florida avenues.			.03	10	2	5						
	Connecticut and Florida avenues, Substation No. 42.			.03	10	2	5						
313015	Washington, Union Station (Thirty-sixth and Prospect streets), Cabin John, Md.	Washington and Great Falls Electric Rwy. Co.	7.88										
	Union Station, New Cut Road Crossing.			2.03	2	1	2						
	New Cut Road Crossing, Union Station.			2.03	2	1	2	10,685.28		Closed pouch	3.00	320.55	Do.
	New Cut Road Crossing, Glen Echo.			4.11	2	1	2						

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
313015-Cont'd	Washington Union Station (Thirty-sixth and Prospect streets), Cabin John, Md.	Washington and Great Falls Electric Rwy. Co.	7.88										
	Glen Echo, New Cut Road Crossing.			4.11	2	1	2	10,685.28		Closed pouch.	3.00	$320.55	Electricity.
	Glen Echo, Cabin John			1.74	2	1	2						
	Cabin John, Glen Echo			1.74	2	1	2						
313016	Congress Heights, Capital Traction Co. (313007).	Capital Rwy. Co.	2.81										
	Congress Heights, Anacostia			1.71	2		2	4,206.72		do		200.00	Do.
	Anacostia, Congress Heights			1.71	2		2						
	Anacostia, Capital Traction Co			1.10	3		3						
	Capital Traction Co., Anacostia			1.10	3		3						
313017	Frederick, Myersville	Frederick and Middletown Rwy. Co.	14.10										
	Frederick, Braddock			4.09	2		2	17,653.20		do	3.00	529.59	Do.
	Braddock, Frederick			4.09	2		2						
	Braddock, Middletown			4.48	2		2						
	Middletown, Braddock			4.48	2		2						
	Middletown, Myersville			5.53	2		2						
	Myersville, Middletown			5.53	2		2						
			110.45					460,839.05				42,303.40	
	VIRGINIA.												
314001	Washington (Thirteen-and-a-half and E streets NW.), D. C., Mount Vernon, Va.	Washington, Alexandria and Mount Vernon Rwy. Co.	16.02										
	Washington (Thirteen-and-a-half and E streets NW.), D. C., Alexandria, Va.			7.70	1		1						
	Alexandria, Va., Washington (Thirteen-and-a-half and E streets NW.), D. C.			7.70	1		1						
	Alexandria, New Alexandria			1.90	1		1						

	New Alexandria, Alexandria			1.90	1		1	10,028.52		Closed pouch	3.00	300.85	Electricity.
	New Alexandria, Belmont (n. o.)			2.30	1		1						
	Belmont (n. o.), New Alexandria			2.50	1		1						
	Belmont (n. o.), Arcturus			.70	1		1						
	Arcturus, Belmont (n. o.)			.70	1		1						
	Arcturus, Riversidepark			2.00	1		1						
	Riversidepark, Arcturus			2.00	1		1						
	Riversidepark, Mount Vernon			1.22	1		1						
	Mount Vernon, Riversidepark			1.22	1		1						
314002	Vacant.												
314003	Norfolk, Ocean View	Norfolk and Ocean View Rwy. Co.	8.50										
	Norfolk, Ocean View			8.50	3	1	3	16,847.00		do	3.00	505.41	Do.
	Ocean View, Norfolk			8.50	3	1	3						
314004	N. Y., Phila. and Nor. Steamer wharf at Fort Monroe, Newport News.	Newport News, Hampton and Old Point Rwy. Co.	10.00										
	N. Y., P. and N. Steamer wharf at Fort Monroe, Phoebus.			1.25	1	1	1	3,650.00		do		200.00	Do.
	Phoebus, Hampton			2.25	1	1	1						
	Hampton, Newport News			6.50	1	1	1						
			34.52					30,525.52				1,006.26	
	WEST VIRGINIA.												
316001	Benwood, W. Va., Martins Ferry (Ohio)	Wheeling Rwy. Co.	7.79										
	Benwood, Wheeling			3.85	3		3	26,792.80		Closed pouch	3.00	803.78	Electricity.
	Wheeling, Benwood			3.85	3		3						
	Wheeling, Zane and Huron streets			1.30	12		12						
	Zane and Huron streets, Wheeling			1.30	15		15						
	Zane and Huron streets, Bridgeport			.20	7		7						
	Bridgeport, Zane and Huron streets			.20	10		10						
	Zane and Huron streets, Martins Ferry.			2.40	5		5						
	Martins Ferry, Zane and Huron streets.			2.40	5		5						
316002	Huntington, Central City Station	Consolidated Light and Rwy. Co.	2.00										
	Huntington, Central City Station			2.00	3	3	3	4,380		do		200.00	Do.
	Central City Station, Huntington			2.00	3	3	3						
			9.79					31,172.80				1,003.78	
	NORTH CAROLINA.												
318001	Pinehurst, Southern Pine Station (n. o.).	Pinehurst Electric Rwy. Co.	7.00					9,342		(a)			

a Gratuitous service.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	GEORGIA.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
321001	Savannah, Isle of Hope	Savannah, Thunderbolt and Isle of Hope Rwy. Co.	7.87										
	Savannah, Thunderbolt			4.00	1		1						
	Thunderbolt, Savannah			4.00	1		1						
	Thunderbolt, College			.37	1		1	4,926.62		Closed pouch		$200.00	Electricity.
	College, Thunderbolt			.37	1		1						
	College, Isle of Hope			3.50	1		1						
	Isle of Hope, College			3.50	1		1						
	FLORIDA.												
323001	Tampa, Substation No. 2	Consumers Electric Light and Street Rwy. Co.	1.95										
	Tampa, Substation No. 2			1.95	1		1	1,220.70		Closed pouch		150.00	Electricity.
	Substation No. 2, Tampa			1.95	1		1						
	ALABAMA.												
324001	Birmingham, Ensley	Birmingham Rwy. and Electric Co.	7.06										
	Birmingham, Thomas			4.07	3	1	3						
	Thomas, Birmingham			4.07	3	1	3						
	Thomas, Pratt City			1.09	3	1	3	13,992.92		Closed pouch	3.00	419.78	Electricity.
	Pratt City, Thomas			1.09	3	1	3						
	Pratt City, Ensley			1.90	3	1	3						
	Ensley, Pratt City			1.90	3	1	3						
			7.06					13,992.92				419.78	
	TENNESSEE.												
327001	Vacant.												
327002	Memphis, Station B	Memphis Street Rwy. Co	2.50										
	Memphis, Station B			2.50	3	1	1	4,875		Closed pouch		200.00	Electricity.
	Station B, Memphis			2.50	3	1	1						

327003	Memphis, Station C	Memphis Street Rwy. Co	10.96										
	Memphis, Station C			5.33	2	1	1	14,686.40		do	3.00	440.59	Do.
	Station C, Memphis			5.33	2	1	1						
327004	Nashville, Morrow	Citizen's Rapid Transit Co	6.07										
	Nashville, West Nashville			3.83	[1]2	1	[1]1	7,866.72		do		250.00	Do.
	West Nashville, Nashville			3.83	[1]2		[1]1						
	West Nashville, Morrow			2.24	[1]2	1	[1]1						
	Morrow, West Nashville			2.24	[1]2		[1]1						
327005	Memphis, Lichen	Memphis Street Rwy. Co	3.14										
	Memphis, Station D			3.14	[2]2	1	[2]1	4,207.60		do		200.00	Do.
	Station D, Memphis			3.14	[2]2	1	[2]1						
			22.67					31,635.72				1,090.59	
	KENTUCKY.												
329001	Cincinnati, Ohio, Milldale, Ky	Cincinnati, Newport and Covington Rwy. Co. [3]	6.15										
	Cincinnati, Covington			1.07	8	3	8	17,951.58		Closed pouch		507.44	Electricity.
	Covington, Cincinnati			1.07	9	3	9						
	Covington, C. & O. Rwy. depot (n.o.)			1.38	5	2	5						
	C. & O. Rwy. depot (n. o.), Covington.			.57	9	6	9						
	Covington, Milldale			3.13	4		4						
	Milldale, Covington			3.13	4		4						
329002	Cincinnati, Ohio, Newport, Ky., Fort Thomas.	Cincinnati, Newport and Covington Rwy. Co. [3]	6.38										
	Cincinnati, Transfer Station			1.33	6	2	6	15,555.91		do		436.77	Do.
	Transfer Station, Cincinnati			1.33	7	2	7						
	Transfer Station, Fort Thomas			5.05	4	1	1						
	Fort Thomas, Transfer Station			5.05	3	1	1						
329003	Newport (Dayton Station), Covington	Cincinnati, Newport and Covington Rwy. Co. [3]	4.68										
	Dayton Station, Transfer Station			1.83	4	1	3	15,366.70		do		306.09	Do.
	Transfer Station, Dayton Station			1.83	4	1	3						
	Transfer Station, Newport			.50	14	4	10						
	Newport, Transfer Station			.50	10	3	8						
	Newport, Eleventh and York streets.			.38	6		6						
	Eleventh and York streets, Newport.			.38	10	1	10						
	Eleventh and York streets, Covington.			1.97	4		4						
	Covington, Eleventh and York streets.			1.97	4		4						
329004	Covington, Ludlow	Cincinnati, Newport and Covington Rwy. Co.	2.66										
	Covington, Ludlow			2.66	4	1	4	6,937.28		do		200.00	Do.
	Ludlow, Covington			2.66	4	1	4						

[1] Week days, 309; holidays, 4.

[2] Week days, 305; holidays, 8.

[3] Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	KENTUCKY—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
329005	Louisville, Stations A, B, C, and D	Louisville Rwy. Co	8.24										
	General post-office (Third and Market streets), Station A.			2.05	3	1	2						
	Station A, general post-office (Third and Market streets).			2.05	3	1	1						
	General post-office (Third and Main streets), Station B.			2.00	3	1	2						
	Station B, general post-office (Third and Main streets).			2.00	3	1	1						
	General post-office (Third and Jefferson streets), Station C.			2.15	3	1	2	16,158.64		Closed pouch.	3.00	$484.76	Electricity.
	Station C, general post-office (Third and Jefferson streets).			2.15	3	1	1						
	General post-office (Third and Green streets), Station D.			2.04	3	1	2						
	Station D, general post-office (Third and Green streets).			2.04	3	1	1						
			28.11					71,970.11				1,935.06	
	OHIO.												
331001	Newark, Granville	Newark Consolidated Electric Rwy. Co.	7.87										
	Newark, Granville			7.87	2		2	12,316.55		Closed pouch.	3.00	369.50	Electricity.
	Granville, Newark			7.87	3		3						
331002	Canton, Massillon	Canton-Massillon Electric Rwy. Co.	8.00										
	Canton, Reedurban			3.80	2		2						
	Reedurban, Canton			3.80	2		2						
	Reedurban, Massillon			4.20	2		2	10,016.00		do	3.00	300.48	Do.
	Massillon, Reedurban			4.20	2		2						
331003	Cincinnati Zoological Garden (n. o.), Carthage.	Millcreek Valley Street R. R. Co.[1]	4.09										
	Zoological Garden (n. o.), St. Bernard.			1.54	4		2						

	St. Bernard, Zoological Garden (n. o.).			1.54	4		2	10,126.84	do.....		222.75	Do.
	St. Bernard, Elmwood Place			1.89	4		2					
	Elmwood Place, St. Bernard			1.89	4		2					
	Elmwood Place, Carthage			.66	4		2					
	Carthage, Elmwood Place			.66	4		2					
331004	Sandusky, Norwalk	Sandusky, Milan and Norwalk Electric Rwy. Co.[1]	17.28									
	Sandusky, State Soldiers' Home			2.57	5	1	5	48,649.84	do.....		1,000.00	Do.
	State Soldiers' Home, Sandusky			2.57	5		5					
	State Soldiers' Home, Bogart			2.40	5	1	5					
	Bogart, State Soldiers' Home			2.40	5		5					
	Bogart, Avery			4.70	5	1	5					
	Avery, Bogart			4.70	5		5					
	Avery, Milan			2.55	5	1	5					
	Milan, Avery			2.55	5		5					
	Milan, Norwalk			5.06	3	1	3					
	Norwalk, Milan			5.06	3		3					
331005	Cleveland, Euclid	Cleveland Electric Rwy. Co.[1]	10.63									
	Cleveland, Station B			2.33	15	6	7	40,475.59	do.....		900.00	Do.
	Station B, Cleveland			2.33	11	2	6					
	Station B, Station E			3.00	4	1	2					
	Station E, Station B			3.00	4	1	2					
	Station E, East Cleveland			2.80	4	1	2					
	East Cleveland, Station E			2.80	4	1	2					
	East Cleveland, Euclid			2.50	4	1	2					
	Euclid, East Cleveland			2.50	4	1	2					
331006	Cleveland, Station F	Cleveland Electric Rwy. Co.[1]	5.35									
	Cleveland, Station D			3.49	12	6	3	26,538.93	do.....		500.00	Do.
	Station D, Cleveland			3.49	7	2	3					
	Station D, Station F			1.76	4	2	2					
	Station F, Station D			1.76	4	1	2					
331007	Cleveland, Station A	Cleveland Electric Rwy. Co.[1]	1.87									
	Cleveland, Station A			1.37	12	6	6	9,898.25	do.....		250.00	Do.
	Station A, Cleveland			1.37	10	2	5					
331008	Cleveland, Cleveland and Chagrin Falls Electric R. R. (route 331028).	Cleveland City Rwy.	4.50									
	Cleveland, Station C			2.33	12	5	6	19,346.08	do.....	3.00	580.38	Do.
	Station C, Cleveland			2.33	8	2	4					
	Station C, Cleveland and Chagrin Falls Electric R. R.			2.17	3		3					
	Cleveland and Chagrin Falls Electric R. R., Station C.			2.17	3		3					
331009	Cleveland, Glenville	Cleveland City Rwy. Co	4.77									
	Cleveland, Glenville			4.77	3	1	1	9,320.58	do.....	3.00	279.61	Do.
	Glenville, Cleveland			4.77	3	1	1					
331010	Cleveland, Lorain and Cleveland Rwy. (route 331029).	Cleveland City Rwy. Co	7.80									
	Cleveland, Lakewood			5.75	2		1	9,650.40	do.....	3.00	289.68	Do.
	Lakewood, Cleveland			5.75	2		1					

[1] Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	OHIO—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
331010–Cont'd	Cleveland, Lorain and Cleveland Rwy. (route 331029).	Cleveland City Rwy. Co											
	Lakewood, Clifton Park			1.84	2		1						
	Clifton Park, Lakewood			1.84	2		1						
	Clifton Park, Lorain and Cleveland Rwy. (route 331029).			.21	2		1	9,656.40		Closed pouch	3.00	$289.68	Electricity.
	Lorain and Cleveland Rwy. (route 331029), Clifton Park.			.21	2		1						
331011	Piqua, Troy	Miami Valley Rwy. Co.[1]	9.00										
	Piqua, Troy			9.00	3		3	16,902.00		do		400.00	Do.
	Troy, Piqua			9.00	3		3						
331012	Elyria, Lorain	Lorain Street Rwy. Co.[1]	9.30										
	Elyria, Lorain			9.30	7	1	7	41,719.80		do		716.61	Do.
	Lorain, Elyria			9.30	7	1	7						
331013	Columbus, Maple Heights	Columbus Central Rwy. Co.	7.56										
	Columbus, Milo			2.36	2		2						
	Milo, Columbus			2.36	2		2						
	Milo, Grogan			.89	2		2						
	Grogan, Milo			.89	2		2						
	Grogan, Waldonplains			2.17	2		2	9,465.12		do	3.00	283.95	Do.
	Waldonplains, Grogan			2.17	2		2						
	Waldonplains, Mifflinville			1.12	2		2						
	Mifflinville, Waldonplains			1.12	2		2						
	Mifflinville, Maple Heights			1.02	2		2						
	Maple Heights, Mifflinville			1.02	2		2						
331014	Clintonville, Station C (Columbus)	Columbus Street Rwy. Co	8.09										
	Clintonville, Station B			1.08	2		2						
	Station B, Clintonville			1.08	2		2						
	Station B, Station A			2.24	2		2						
	Station A, Station B			2.24	2		2	13,992.15		do	3.00	419.75	Do.
	Station A, Columbus			1.99	4	1	3						
	Columbus, Station A			1.99	6	1	4						
	Columbus, Station C			2.78	2		1						
	Station C, Columbus			2.78	2		1						
331015	Vacant.												

331016	Cincinnati, post-offices and mail stations.	Cincinnati Street Rwy. Co..	51.84											
	Post-office, Station N			1.48	3		2							
	Station N, post-office			1.48	5		2							
	Station N, Station F			1.25	3		2							
	Station F, Station N			1.25	5		2							
	Station F, Station B			1.81	3		2							
	Station B, Station F			1.81	5		2							
	Station B, Station A			2.78	2		2							
	Station A, Station B			2.78	4		1							
	Station A, Station E			3.46	2		2	82,590.35	15	0	Independent..	11.62	3,786.99	Do.
	Station E, Station A			3.46	4		1							
	Station B, Station E			1.45	1									
	Station E, Station B			1.45	1		1							
	Station E, Station D			1.18	3		2							
	Station D, Station E			1.18	5		2							
	Station D, post-office			2.40	3		2							
	Post-office, Station D			2.40	5		2							
	Post-office, Station D			2.32	1	2	1							
	Station D, post-office			2.32	1	2	2							
	Station D, Station O			3.02	5	2	4							
	Station O, Station D			3.02	5	2	4							
	Station O, Station M			3.87	1		1							
	Station M, Station O			3.87	1		1							
	Post-office, Station I			3.60	5	2	2							
	Station I, post-office			3.60	5	2	2							
	Post-office, Zoo Garden (n. o.)			3.95	4		2							
	Zoo Garden (n. o.), post-office			3.95	4		2							
	Post-office, Station E			1.93		2								
	Station E, post-office			1.93		2	1	73,468.07			Closed pouch..	3.00	2,204.04	Do.
	Post-office, Station L			3.34	5		4							
	Station L, post-office			3.34	5		4							
	Post-office, Station B			2.09		2								
	Station B, post-office			2.09		2	1							
	Station A, Station K			3.25	4		2							
	Station K, Station A			3.25	4		2							
	Post-office, Station N			1.48	3	3								
	Station N, post-office			1.48		3	2							
	Station N, Station F			1.25		1								
	Station F, Station N			1.25		1	1							
	Post-office, Station C			5.11		1								
	Station C, post-office			5.11		1								
331017	Vacant.													
331018	Youngstown, Station B (Brier Hill), Station A (Haselton).	Mahoning Valley Rwy. Co.[1].	3.93											
	Youngstown, Station B (Brier Hill), Station A (Haselton).			3.93	4	1	4	10,249.44			do		250.00	Do.
	Station A (Haselton), Youngstown, Station B (Brier Hill).			3.93	4	1	4							

[1] Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	OHIO—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
331019	Dayton, National Military Home	The People's Rwy. Co	3.85										
	Dayton, National Military Home.			3.85	3	1	1	7,522.90		Closed pouch		$250.00	Electricity.
	National Military Home, Dayton			3.85	3	1	1						
331020	Vacant.												
331021	Cleveland, Lorain Street Depot (n. o.).	The Cleveland City Rwy. Co.	4.02										
	Cleveland, Station A			1.24	2		1						
	Station A, Cleveland			1.24	2		1						
	Station A, Lorain Street Depot (n. o.).			2.78	2		1	4,976.76		do		200.00	Do.
	Lorain Street Depot (n. o.), Station A.			2.78	2		1						
331022	Kamms, Berea	Cleveland, Berea and Elyria Rwy. Co.[1]	6.33										
	Kamms, Lake Shore and Mich. So. Ry.			5.03	1		1						
	L. S. & M. S. Rwy., Kamms			5.03	1		1						
	L. S. & M. S. Rwy., C., C., C. & St. L. Rwy.			.22	6		6	10,735.90		do		300.00	Do.
	C., C., C. & St. L. Rwy., L. S. & M. S. Rwy.			.22	6		6						
	C., C., C. & St. L. Rwy., Berea			1.08	10		10						
	Berea, C., C., C. & St. L. Rwy.			1.08	10		10						
331023	Cleveland (Station F), Northfield	Akron, Bedford and Cleveland R. R. Co.[1]	10.84										
	Station F, Bedford			5.55	2		2						
	Bedford, Station F			5.55	2		2						
	Bedford, Northfield			5.29	2		2	13,571.68		do		200.00	Do.
	Northfield, Bedford			5.29	2		2						
331024	Euclid, Painesville	Cleveland, Painesville and Eastern R. R. Co.[1]	18.87										
	Euclid, Wickliffe			3.59	4	1	4						
	Wickliffe, Euclid			3.59	4	1	4						
	Wickliffe, Willoughby			4.72	4	1	4						
	Willoughby, Wickliffe			4.72	4	1	4						
	Willoughby, West Mentor			4.06	4	1	4	25,587.72		do		1,000.00	Do.
	West Mentor, Willoughby			4.06	4	1	4	23,625.24	8 00	Apartment			

	West Mentor, Mentor			.62	4	1	4						
	Mentor, West Mentor			.62	4	1	4						
	Mentor, Painesville			5.88	4	1	4						
	Painesville, Mentor			5.88	4	1	4						
331025	Vacant.												
331026	Vacant.												
331027	Vacant.												
331028	Cleveland City Rwy., Chagrin Falls	Cleveland and Chagrin Falls Electric R. R. Co. [1]	14.02										
	Cleveland City Rwy., Warrensville			4.51	3		1						
	Warrensville, Cleveland City Rwy			4.51	3		1						
	Warrensville, Abels Corners (n. o.)			3.82	3		1	25, 937.00		Closed pouch		500.00	Do.
	Abels Corners (n. o.), Warrensville			3.82	3		1						
	Abels Corners (n. o.), Chagrin Falls			5.69	3		1						
	Chagrin Falls, Abels Corners (n. o.)			5.69	3		1						
331029	Cleveland City Rwy., Lorain	Lorain and Cleveland Rwy. Co. [1]	19.48										
	Cleveland City Rwy., Rocky River			.31	2		1						
	Rocky River, Cleveland City Rwy			.31	2		1						
	Rocky River, Dover Bay			2.54	2		1						
	Dover Bay, Rocky River			2.54	2		1						
	Dover Bay, Eagle Cliff			4.26	2		1						
	Eagle Cliff, Dover Bay			4.26	2		1						
	Eagle Cliff, Avon Lake			1.43	2		1	24, 116.24		do		600.00	Do.
	Avon Lake, Eagle Cliff			1.43	2		1						
	Avon Lake, Beach Park			3.75	2		1						
	Beach Park, Avon Lake			3.75	2		1						
	Beach Park, Lakebreeze			3.99	2		1						
	Lakebreeze, Beach Park			3.99	2		1						
	Lakebreeze, Lorain			3.20	2		1						
	Lorain, Lakebreeze			3.20	2		1						
331030	Vacant.												
331031	Cleveland (Lorain Street Depot), Oberlin.	Cleveland, Berea and Elyria Rwy. Co. [1]	29.26										
	Lorain Street Depot (n. o.), West Park.			2.27	2		2						
	West Park, Lorain Street Depot (n. o.).			2.27	2		2						
	West Park, Kamms			1.21	2		2						
	Kamms, West Park			1.21	2		2						
	Kamms, Olmstead			4.63	2		2						
	Olmstead, Kamms			4.63	2		2						
	Olmstead, Coeridge			2.03	2		2	31, 055.86		do		781.55	Do.
	Coeridge, Olmstead			2.03	2		2						
	Coeridge, North Ridgeville			5.19	2		2						
	North Ridgeville, Coeridge			5.19	2		2						
	North Ridgeville, Elyria			5.02	2		2						
	Elyria, North Ridgeville			5.02	2		2						
	Elyria, Oberlin			8.91	1		1						
	Oberlin, Elyria			8.91	1		1						

[1] Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	OHIO—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
331032	Dayton, Eaton	Dayton and Western Traction Co.	23.98										
	Dayton, Liberty Road			7.63	1		1						
	Liberty Road, Dayton			7.63	1		1						
	Liberty Road, New Lebanon			3.04	1		1						
	New Lebanon, Liberty Road			3.04	1		1						
	New Lebanon, Johnsville			2.02	1		1	15,011.48		Closed pouch.	3	$450.34	Electricity.
	Johnsville, New Lebanon			2.02	1		1						
	Johnsville, West Alexandria			5.71	1		1						
	West Alexandria, Johnsville			5.71	1		1						
	West Alexandria, Eaton			5.58	1		1						
	Eaton, West Alexandria			5.58	1		1						
			291.93					582,872.77				17,885.63	
	INDIANA.												
333001	Indianapolis, Station A, Station B	Citizens Street R. R. Co	4.38										
	Indianapolis, Station A			2.29	6	2	2						
	Station A, Indianapolis			2.29	4	2	2	14,436.48		Closed pouch.	3.00	433.09	Electricity.
	Indianapolis, Station B			2.09	6	2	2						
	Station B, Indianapolis			2.09	4	2	2						
333002	Alexandria, Anderson	Union Traction Co	11.14										
	Alexandria, Anderson			11.14	2		2	17,434.10		do.....	3.00	523.02	Do.
	Anderson, Alexandria			11.14	3		3						
333003	Lafayette, Soldiers' Home Station	Lafayette Street Rwy Co	5.73										
	Lafayette, Soldiers' Home Station			5.73	2	1	2	7,769.88		d.....		250.00	Do.
	Soldiers' Home Station, Lafayette			5.73	2	1	2						
			21.25					39,640.46				1,206.11	
	ILLINOIS.												
335001	Moline, Milan	Tri-City Rwy. Co	8.72										
	Moline, Rock Island			3.46	2		2						
	Rock Island, Moline			3.46	2		2	7,624.68		Closed pouch.		250.00	Electricity.
	Rock Island, Milan			5.26	1		1						
	Milan, Rock Island			5.26	1		1						

335002	Vacant.													
335003	Chicago, Station E	West Chicago Street R. R. Co.	5.29											
	Post-office, Station U			.96	11	2	3	36,969.69	20	0	Trailer	7.50	2,772.72	Cable.
	Station U, post-office			.65	11	2	3							
	Station U, Station C			.94	11	2	3							
	Station C, Station U			.94	11	2	3							
	Station C, Station D			1.09	11	2	3							
	Station D, Station C			1.09	11	2	3							
	Station D, Station E			2.46	11	2	3							
	Station E, Station D			2.46	11	2	3							
335004	Chicago, Stations U, F, and G	West Chicago Street R. R. Co.	4.21											
	General post-office, Station U			1.03	10	2	3	26,849.55	20	0	do	7.50	2,013.71	Do.
	Station U, general post-office			.58	10	2	3							
	Station U, Station F			1.16	10	2	3							
	Station F, Station U			1.16	10	2	3							
	Station F, Station G			2.25	10	2	3							
	Station G, Station F			2.25	10	2	3							
335005	Chicago, Station B	North Chicago Street R. R. Co.	3.82											
	Chicago, Station A			2.05	10	2	3	24,811.15	18	4	do	6.87	1,704.53	Do.
	Station A, Chicago			2.05	10	2	3							
	Station A, Station B			1.77	10	2	3							
	Station B, Station A			1.77	10	2	3							
335006	Chicago, Station N	Chicago City Rwy. Co.	7.15											
	Chicago, Twenty-second Street Station			2.46	11	2	3	49,921.30	24	6	do	8.34	4,163.43	Do.
	Twenty-second Street Station, Chicago			2.37	11	2	3							
	Twenty-second Street Station, Station M			1.84	11	2	3							
	Station M, Twenty-second Street Station			1.84	11	2	3							
	Station M, Station N			2.85	11	2	3							
	Station N, Station M			2.85	11	2	3							
335007	Urbana, Champaign	Urbana and Champaign Rwy., Gas and Electric Co.	2.35											
	Urbana, Champaign			2.35	6	1	6	9,071.00			Closed pouch..	3.00	272.13	Electricity.
	Champaign, Urbana			2.35	6	1	6							
335008	Kankakee, Ind., Ill. & Iowa R. R.	Kankakee Electric Rwy. Co.	.89											
	Kankakee, Ind., Ill. & Iowa R. R.			.89	2	----	2	1,114.28			do		150.00	Do.
	Ind., Ill. & Iowa R. R., Kankakee			.89	2	----	2							
335009	Kankakee, Bourbonnais	North Kankakee Electric Light & Rwy. Co.	3.59											
	Kankakee, Bradley			2.20	3	1	2	6,013.17			do		250.00	Do.
	Bradley, Kankakee			2.20	3	----	1							
	Bradley, Bourbonnais			1.39	2	1	1							
	Bourbonnais, Bradley			1.39	2	----	----							

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of ca	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	ILLINOIS—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
335010	Kankakee Hospital	Kankakee Electric Rwy. Co.	1.70										
	Kankakee, Illinois Central R. R.			.15	3	1	3	3,369.40		Closed pouch		$175.00	Electricity.
	Illinois Central R. R., Kankakee			.15	3	1	3						
	Illinois Central R. R., Hospital			1.55	3	1	3						
	Hospital, Illinois Central R. R.			1.55	3	1	3						
335011	Upper Alton, North Alton	Alton Rwy. and Illuminating Co.	5.42										
	Upper Alton, Alton			2.65	2	1	2	7,349.52		do		250.00	Do.
	Alton, Upper Alton			2.65	2	1	2						
	Alton, North Alton			2.77	2	1	2						
	North Alton, Alton			2.77	2	1	2						
335012	Peoria, Peoria Heights Station	Peoria and Prospect Heights Rwy. Co.	4.06										
	Peoria, Peoria Heights Station			4.06	2			4,969.44		do		200.00	Do.
	Peoria Heights Station, Peoria			4.06	2								
335013	Belleville, East St. Louis	St. Louis and Belleville Electric Rwy. Co.	13.23										
	Belleville, East St. Louis			13.23	1			8,096.76		do		250.00	Do.
	East St. Louis, Belleville			13.23	1								
			60.43					186,159.94				12,451.52	
	MICHIGAN.												
337001	Filer City, East Lake	Manistee, Filer City and East Lake Rwy. Co.	8.99										
	Filer City, Oakhill			1.27	2		2	11,255.48		Closed pouch	3.00	337.66	Electricity
	Oakhill, Filer City			1.27	2		2						
	Oakhill, Manistee			3.08	2		2						
	Manistee, Oakhill			3.08	2		2						
	Manistee, Parkdale			2.55	2		2						
	Parkdale, Manistee			2.55	2		2						
	Parkdale, Eastlake			2.09	2		2						
	Eastlake, Parkdale			2.09	2		2						

337002	Huronia Beach, Tunnel Depot at Port Huron, Mich.	City Electric Rwy. Co.[1]	7.00											
	Huronia Beach, Tunnel Depot at Port Huron.			7.00	[2]3			3,311.00		do		33.33	Do.	
	Tunnel Depot at Port Huron, Huronia Beach.			7.00	[2]4	[2]1								
337003	South Bay City Station (Bay City), Essexville.	Bay Cities Consolidated Rwy. Co.	6.00											
	South Bay City Station, Bay City			3.00	1		1	4,695.00		do		200.00	Do.	
	Bay City, Essexville			3.00	2		2							
	Essexville Bay City			3.00	2		2							
337004	Detroit, Mt. Clemens	Rapid Rwy. Co	20.38											
	Detroit, Greiner			8.56	1	1	1	21,256.34		do	3	637.69	Do.	
	Greiner, Detroit			8.56	2	1	2							
	Greiner, Halfway			2.00	1	1	1							
	Halfway, Greiner			2.00	2	1	2							
	Halfway, Roseville			2.00	1	1	1							
	Roseville, Halfway			2.00	2	1	2							
	Roseville, Mt. Clemens			7.82	1	1	1							
	Mt. Clemens, Roseville			7.82	2	1	2							
337005	Detroit (Jefferson and Woodward avenues), Sandhill.	Detroit and Northwestern Rwy. Co.	12.99											
	Jefferson and Woodward avenues, Greenfield.			9.51	2		2	16,263.48		do	3	487.91	Do.	
	Greenfield, Jefferson & Woodward avenues.			9.51	2		2							
	Greenfield, Sandhill			3.48	2		2							
	Sandhill, Greenfield			3.48	2		2							
337006	Detroit (Station C), Clairview	Detroit, Lake Shore and Mount Clemens Rwy. Co.	11.02											
	Station C, Chauvin			3.20	2	1	2	14,943.12		do	3	448.29	Do.	
	Chauvin, Station C			3.20	2	1	2							
	Chauvin, Cottagegrove			2.48	2	1	2							
	Cottagegrove, Chauvin			2.48	2	1	2							
	Cottagegrove, Grossepointe			1.19	2	1	2							
	Grossepointe, Cottagegrove			1.19	2	1	2							
	Grossepointe, Grossepointe Farms.			21	2	1	2							
	Grassepointe Farms, Grossepointe.			21	2	1	2							
	Grossepointe Farms, Clairview			3.94	2	1	2							
	Clairview, Crossepointe Farms			3.94	2	1	2							
			66.47					71,724.42				2,144.88		
	WISCONSIN.													
339001	Racine, Racine Junction Station	Belle City Electric Rwy. Co.	1.85											
	Racine, Racine Junction Station			1.85	8	2	4	9,546.00		Closed pouch	3.00	286.38	Electricity.	
	Racine Junction Station, Racine			1.85	8	2	4							

[1] By agreement (July 1 to September 15, each year).

[2] Sixty-six week days, 11 Sundays, and no holidays.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	WISCONSIN—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
339002	Superior, end of track at bridge, West Superior, South Superior.	Superior Rapid Transit Rwy. Co.	9.75										
	Superior, West Superior			3.75	1								
	West Superior, Superior			3.75	1								
	West Superior, end of track at bridge.			2.00	1								
	End of track at bridge, West Superior.			2.00	1			5,967.00		Closed pouch		$250.00	Electricity.
	West Superior, South Superior			4.00	1								
	South Superior, West Superior			4.00	1								
			11.60					15,513.00				536.38	
	MINNESOTA.												
341001	St. Paul, Minneapolis	Twin City Rapid Transit Co.[1]	10.58										
	St. Paul, Midway (n. o.)			5.58	8	3	3						
	Midway (n. o.), St. Paul			5.58	8	3	3						
	Midway (n. o.), Minneapolis			5.00	8	3	3	55,545.00		Closed pouch and letter boxes.		1,000.00	Electricity.
	Minneapolis, Midway (n. o.)			5.00	8	3	3						
341002	Minneapolis, Stations A, B, C, and D; Minneapolis, Camden Place.	Twin City Rapid Transit Co.[1]	12.47										
	General post-office, Station A			1.09	8	2	2						
	Station A, general post-office			1.09	8	2	2						
	Station A to Columbia Heights			3.72	2								
	Columbia Heights to Station A			3.72	2								
	General post-office, Station B			1.36	7	2	2						
	Station B, general post-office			1.36	7	2	2						
	General post-office, Station C			1.16	7	2	2	38,028.12		Closed pouch		900.00	Do.
	Station C, general post-office			1.16	7	2	2						
	General post-office, Station D			2.46	6	2	2						
	Station D, general post-office			2.46	6	2	2						
	Station C, Camden Place			2.68	4	1	1						
	Camden Place, Station C			2.68	4	1	1						

343003	Duluth, West Duluth, Lakeview, end of bridge on Wisconsin side of St. Louis Bay.	Duluth Street Rwy. Co	12.29										
	Duluth, West Duluth			4.32	1			7,521.48		do		250.00	Do.
	West Duluth, Duluth			4.32	1								
	Duluth, Lakeview			4.92	1								
	Lakeview, Duluth			4.92	1								
	Duluth, end of bridge on Wisconsin side of St. Louis Bay.			3.05	1								
	End of bridge on Wisconsin side of St. Louis Bay, Duluth.			3.05	1								
341004	Duluth, Hunters Park Station	Duluth Street Rwy. Co	4.39										
	Duluth, Hunters Park Station			4.39	3		1	8,121.50		do		250.00	Do.
	Hunters Park Station, Duluth			4.39	3		1						
			39.73					100,216.10				2,400.00	
	IOWA.												
343001	Des Moines, East Des Moines, University Place Station, Highland Park Station, Fair Grounds Station.	Des Moines City Rwy. Co.[1]	10.59										
	Des Moines, East Des Moines Station.			.84	7	2	2	31,125.04		Closed pouch		746.91	Electricity.
	East Des Moines Station, Des Moines.			.84	10	1	1						
	Des Moines, University Place Station.			2.64	5	1	1						
	University Place Station, Des Moines.			2.64	4	2	2						
	Des Moines, Highland Park Station.			3.29	6	2	2						
	Highland Park Station, Des Moines.			3.29	4	2	2						
	Des Moines, Fair Grounds Station			3.82	4	3	3						
	Fair Grounds Station, Des Moines			3.82	2	1	1						
343002	Des Moines, Sevastopol Station	Des Moines City Rwy. Co	2.25										
	Des Moines, Sevastopol Station			2.38	4	1	1	5,713.45		do		120.00	Do.
	Sevastopol Station, Des Moines			2.12	4								
343003	Iowa Central Rwy. at Mason City, Clear Lake.	Mason City and Clear Lake Traction Co.	11.34										
	Iowa Central Rwy., Mason City			.65	3	2	3	17,816.40		do	3.00	534.49	Do.
	Mason City, Iowa Central Rwy.			.65	3	2	3						
	Mason City, Huntly Street Junction.			.53	8	2	6						
	Huntly Street Junction, Mason City.			.53	9	1	7						
	Huntly Street Junction, C., M. & St. P. R. R.			.21	6	1	6						

[1] Agreement.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	IOWA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
343003-Cont'd	Iowa Central Rwy. at Mason City, Clear Lake.	Mason City and Clear Lake Traction Co.											
	C., M. & St. P. R. R., Huntly Street Junction.			.21	7	1	7						
	Huntly Street Junction, Emery			4.58	2	1		17,816.40		Closed pouch	3.00	$534.49	Electricity.
	Emery, Huntly Street Junction			4.58	2								
	Emery, Clear Lake			5.37	2	1							
	Clear Lake, Emery			5.37	2								
343004	Council Bluffs, Omaha, Nebr.	Omaha and Council Bluffs Rwy. and Bridge Co.	4.38										
	Council Bluffs, Omaha			4.38	7	4	7	21,015.24		do	3.00	630.45	Do.
	Omaha, Council Bluffs			4.38	7	4	7						
343005	Vacant.												
343006	Toledo, C. & N. W. Rwy. Station, at Tama.	Tama and Toledo Electric Rwy. and Light Co.	2.56										
	Toledo, C., M. & St. P. Rwy. Station.			2.35	3	2	3						
	Chic., M. & St. P. Rwy. Station, Toledo.			2.35	7	1	7						
	C., M. & St. P. Rwy., Tama			.03	3	2	3	8,111.71		do		250.00	Do.
	Tama, Chic., Mil. & St. P. Rwy			.03	6	1	6						
	Tama, C. & N. W. Rwy. Station			.18	2	2	2						
	C. & N. W. Rwy. Station, Tama			.18	3		3						
343007	Des Moines, Grand View Station	Des Moines City Rwy. Co	2.80										
	Des Moines, Grand View Station			2.80	2	1	1	3,757.60		do	3.00	112.72	Do.
	Grand View Station, Des Moines			2.80	2	1	1						
			33.92					87,539.47				2,394.57	
	MISSOURI.												
345001	St. Louis, post offices, mail stations	Union Depot R. R. Co	31.07										
	Southward:												
	General post-office, Chouteau and Valley stations.			1.58	5	3	3						
	Chouteau and Valley stations, Lafayette Park Station.			.59	5	3	3						

Lafayette Park Station, Sidney Station.			.57	5	3	3						
Sidney Station, Heights Station			1.36	5	3	3						
Heights Station, Dairy Station			.77	5	3	3						
Dairy Station, Gravois Station			1.36	5	3	3						
Gravois Station, Junction Station			.98	5	3	3						
Junction Station, Bates Station			1.17	5	3	3						
Bates Station, Ivory Station			1.76	5	3	3						
Ivory Station, Blow Station			.87	5	3	3						
Blow Station, Bates Station			.56	5	3	3						
Bates Station, Junction Station			1.17	5	3	3						
Junction Station, general post-office.			5.51	5	3	3						
Southward—short trips:												
General post-office, Twelfth street and Chouteau avenue			1.05	1								
Twelfth street and Chouteau avenue, Ninth street and Russell avenue.			1.05	1								
Ninth street and Russell avenue, Twelfth and Sidney streets.			.65	1								
Twelfth and Sidney streets, Cherokee street, and Jefferson avenue.			1.34	1								
Cherokee street and Jefferson avenue, California avenue, and Cherokee street.			.25	1			61,947.21	28	Independent	13.50	8,362.87	Electricity.
California avenue and Cherokee street, Gravois avenue and California avenue.			.62	1								
Gravois and California avenues, Gravois avenue and Victor street.			.43	1								
Gravois avenue and Victor street, Victor and Eighteenth streets.			.41	1								
Victor and Eighteenth streets, Russell ave. and Eighteenth st.			.35	1								
Russell avenue and Eighteenth street, Russell avenue and Twelfth street.			.16	1								
Russell avenue and Twelfth street, Park avenue and Twelfth street.			.57	1								
Park avenue and Twelfth street general post-office.			1.45	1								
Northward:												
General post-office, Mound Station.			1 22	6	3	3						
Mound Station, Rocky Branch Station.			.35	6	3	3						
Rocky Branch Station, Water Tower Station.			2.00	6	3	3						

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MISSOURI—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
345001-Cont'd	St. Louis, post-offices, mail stations..												
	Northward—Continued.												
	Water Tower Station, Fair Grounds Station.			.79	6	3	3						
	Fair Grounds Station, Grand Station.			1.13	6	3	3						
	Grand Station, Compton Hill Station.			2.08	6	3	3						
	Compton Hill Station, Tyler Place Station.			.57	6	3	3						
	Tyler Place Station, Dairy Station.			1.15	6	3	3						
	Dairy Station, general post-office			3.53	6	3	3	61,947.21	28	Independent..	13.50	$8,362.87	Electricity.
	Short run:												
	General post-office, Mound Station.			1.22	1								
	Mound Station, Rocky Branch Station.			.35	1								
	Rocky Branch Station, Water Tower Station.			2.00	1								
	Water Tower Station, McCullagh Station.			2.45	1								
	McCullagh Station, general post-office.			1.95	1								
345002	St. Louis, Florisant.....	St. Louis and Suburban Rwy. Co.	18.10										
	General post-office, Carr Park Station.			.65	4	3	4						
	Carr Park Station, general post-office.			.65	3	3	3						
	Carr Park Station, Leffingwell Station.			1.16	4	3	4						
	Leffingwell Station, Carr Park Station.			1.16	3	3	3						
	Leffingwell Station, Grand Avenue Junction			.73	4	3	4						

	Grand Avenue Junction, Leffingwell Station.			.78	3	3	3						
	Grand Avenue Junction, Station C.			.49	4	3	4						
	Station C, Grand Avenue Junction.			.49	3	3	3						
	Station C, Sarah Street Junction			.25	4	3	4						
	Sarah Street Junction, Station C.			.25	4	3	4						
	Sarah Street Junction, Fountain Park Station.			.68	4	3	4	34,514.73	14	Apartment ...	10.50	3,624.04	Do.
	Fountain Park Station, Sarah Street Junction			.68	4	3	4						
	Fountain Park Station, Cabanne Station.			1.63	4	3	4						
	Cabanne Station, Fountain Park Station.			1.63	4	3	4						
	Cabanne Station, Suburban Station.			.75	4	3	4						
	Suburban Station, Cabanne Station.			.75	4	3	4						
	Suburban Station, Wellston, Mo.			1.24	4	3	4						
	Wellston, Suburban Station			1.24	4	3	4						
	Wellston, Normandy, Mo			2.82	2	1	1						
	Normandy, Wellston			2.82	2	1	1						
	Normandy, Kinlock			3.69	2	1	1						
	Kinlock, Normandy			3.69	2	1	1						
	Kinlock, Florisant			4.01	2	1	1						
	Florisant, Kinlock			4.01	2	1	1						
345003	St. Louis, Kirkwood, Mo	St. Louis & Meramec River R. R.	15.24										
	General post-office, Carr Park Station.			.65	2	1	1						
	Carr Park Station, general post-office.			.65	4	1	1						
	Carr Park Station, Leffingwell Station.			1.16	2	1	1						
	Leffingwell Station, Carr Park Station.			1.16	4	1	1						
	Leffingwell Station, Grand Avenue Junction.			.73	2	1	1						
	Grand Avenue Junction, Leffingwell Station.			.73	4	1	1	41,852.86	14 00	do	10.50	4,394.55	Do.
	Grand Avenue Junction, Station C.			.49	2	1	1						
	Station C, Grand Avenue Junction.			.49	4	1	1						
	Station C, Sarah Street Junction			.25	5	2	2						
	Sarah Street Junction, Station C.			.25	5	2	2						
	Sarah Street Junction, Wabash Station.			.75	6	4	4						
	Wabash Station, Sarah Street Junction.			.75	6	4	4						

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

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	MISSOURI—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
345003-Cont'd.	St. Louis, Kirkwood, Mo.	St. Louis & Meramec River R. R.	15.24										
	Wabash Station, Cheltenham Station.			2.43	6	4	4						
	Cheltenham Station, Wabash Station.			2.43	6	4	4						
	Cheltenham Station, Ellendale Station.			1.25	6	4	4						
	Ellendale Station, Cheltenham Station.			1.25	6	4	4						
	Ellendale Station, Maplewood, Mo.			.93	6	4	4						
	Maplewood, Mo., Ellendale Station.			.93	6	4	4	41,852.86	14	Apartment ...	10.50	$4,394.55	Electricity.
	Maplewood, Bartold			.91	3	1	1						
	Bartold, Maplewood			.91	3	1	1						
	Bartold, Tuxedo			.65	3	1	1						
	Tuxedo, Bartold			.65	3	1	1						
	Tuxedo, Old Orchard			.75	3	1	1						
	Old Orchard, Tuxedo			.75	3	1	1						
	Old Orchard, Webster Groves			1.16	3	1	1						
	Webster Groves, Old Orchard			1.16	3	1	1						
	Webster Groves, Kirkwood			3.13	3	1	1						
	Kirkwood, Webster Groves			3.13	3	1	1						
345004	St. Joseph, Station C	St. Joseph Rwy. Light, Heat and Power Co.	4.50										
	St. Joseph, Station B			2.30	3	1	1						
	Station B, St. Joseph			2.30	3	1	1	8,793.00		Closed pouch .	3.00	263.79	Do.
	St. Joseph, Station C			2.20	3	1	1						
	Station C, St. Joseph			2.20	3	1	1						
			68.91					147,107.80				16,645.25	
	TEXAS.												
350001	Houston, Houston Heights	Houston Electric Street Rwy. Co.	5.70										

	Houston, Brunner Junction (n. o).			2.40	4	2	4						
	Brunner Junction (n. o.), Houston.			2.40	4	2	4						
	Brunner Junction (n. o.), Brunner.			.75	2	1	2	10,983.60		Closed pouch.	3.00	329.50	Do.
	Brunner, Brunner Junction (n. o.)			.75	2	1	2						
	Brunner Junction, Houston Heights.			2.55	2	1	2						
	Houston Heights, Brunner Junction.			2.55	2	1	2						
	KANSAS.												
355001	Topeka, Station B	Topeka Rwy. Co	2.69										
	Topeka, Station B			2.69	2	1	1	3,609.98		Closed pouch.		200.00	Electricity.
	Station B, Topeka			2.69	2	1	1						
355002	Topeka, Station A	Topeka Rwy. Co	1.01										
	Topeka, Station A			1.01	4	2	2	2,763.36		do		175.00	Do.
	Station A, Topeka			1.01	4	3	2						
			3.70					6,373.34				375.00	
	NEBRASKA.												
357001	Lincoln, University Place	Lincoln Traction Co	4.72										
	Lincoln, University Place			4.72	3	1	3	9,355.04		Closed pouch.	3.00	280.65	Electricity.
	University Place, Lincoln			4.72	3	1	3						
357002	Vacant.												
357003	Lincoln, Normal, Lincoln, Collegeview.	Lincoln Traction Co	10.52										
	Lincoln, Normal			4.69	a 2		2						
	Normal, Lincoln			4.69	a 2		2	13,171.04		do	3.00	395.13	Do.
	Lincoln, Collegeview			5.61	a 2	2							
	Collegeview, Lincoln			5.61	a 2	2							
357004	Vacant.												
357005	Omaha (Fourteenth and Dodge streets), South Omaha.	Omaha Street Rwy. Co	4.18										
	Omaha (Fourteenth and Dodge streets), South Omaha.			4.18	8	1	8						
	South Omaha, Omaha (Fourteenth and Dodge streets).			4.18	13	3	13	28,344.58		do	3.00	850.34	Do.
357006	Omaha (Union Depot), Omaha Post-Office.	Omaha Street Rwy. Co	1.14										
	Omaha (Union Depot), Omaha			1.14	16	5	16	10,702.32		do	3.00	321.06	Do.
	Omaha, Omaha (Union Depot)			1.14	12	7	12						
			20.56					61,572.98				1,847.18	

a Week days, except Saturday, 261.

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	COLORADO.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
365001	Denver, University Park, Denver, Station A.	Denver Consolidated Tramway Co.	10.20										
	Denver, Station A			2.90	4	2	3	22,292.80		Closed pouch	3.00	$668.78	Electricity.
	Station A, Denver			2.90	4	2	3						
	Denver, University Park			7.30	3	1	3						
	University Park, Denver			7.30	3	1	3						
365002	Denver, Barnum	Denver, Lakewood and Golden R. R. Co.	5.19										
	Denver, Villapark			2.15	3	1	3	6,949.09		do		250.00	Do.
	Villapark, Denver			2.15	4	2	4						
	Villapark, Barnum			3.04	1		1						
	Barnum, Villapark			3.04	1		1						
365003	Denver (Sixteenth and Arapahoe streets), Harman.	Denver Consolidated Tramway Co.	14.10										
	Denver, Elyria			4.58	3	1	1	21,064.92		do	2.00	631.93	Do.
	Elyria, Denver			4.58	3	1	1						
	Elyria, Stockyards			.28	3	1	1						
	Stockyards, Elyria			.28	3	1	1						
	Denver, Monclair			5.14	2		2						
	Monclair, Denver			5.14	2		2						
	Denver, Harman			4.10	2		2						
	Harman, Denver			4.10	2		2						
365004	Vacant.												
365005	Vacant.												
365006	Denver, Alcott, Denver, Edgewater	Denver Consolidated Tramway Co.	7.50										
	Denver, Alcott			3.66	2		2	12,388.72		do	3.00	371.65	Do.
	Alcott, Denver			3.66	2		2						
	Denver, Highlands Station			1.88	3	2	3						
	Highlands Station, Denver			1.88	3	2	3						
	Highlands Station, Edgewater			1.96	3	1	3						
	Edgewater, Highlands Station			1.96	3	1	3						
			36.99					62,695.53				1,922.36	

	UTAH.												
369001	Salt Lake City, Murray	Salt Lake Rapid Transit Co.	7.14										
	Salt Lake City, Miller			4.48	2	1	2	9,681.84		Closed pouch.	3.00	290.46	Electricity.
	Miller, Salt Lake City			4.48	2	1	2						
	Miller, Murray			2.66	2	1	2						
	Murray, Miller			2.66	2	1	2						
	WASHINGTON.												
371001	Tacoma, Steilacoom City	Tacoma Railway Co	12.27										
	Tacoma, Fort Steilacoom			11.03	2		2	15,362.04		Closed pouch.	3.00	460.86	Electricity.
	Fort Steilacoom, Tacoma			11.03	2		2						
	Fort Steilacoom, Steilacoom City			1.24	2		2						
	Steilacoom City, Fort Steilacoom			1.24	2		2						
371002	Olympia, Tumwater	Olympia Light and Power Co.	2.88										
	Olympia, Tumwater			2.88	1		1	1,802.88		do		150.00	Do.
	Tumwater, Olympia			2.88	1		1						
371003	Tacoma, Midland	Tacoma Traction Co.	9.63										
	Tacoma, Hosmer Junction (n. o.)			4.19	1		1	6,028.88		do		250.00	Do.
	Hosmer Junction (n. o.), Tacoma			4.19	1		1						
	Hosmer Junction (n. o.), Fern Hill			2.10	1		1						
	Fern Hill, Hosmer Junction (n. o.)			2.10	1		1						
	Fern Hill, Larchmont			1.57	1		1						
	Larchmont, Fern Hill			1.57	1		1						
	Larchmont, Midland			1.77	1		1						
	Midland, Larchmont			1.77	1		1						
371004	New Whatcom, Fairhaven	Fairhaven and New Whatcom Rwy. Co.	2.62										
	New Whatcom, Fairhaven			2.62	2		2	3,280.24		do		175.00	Do.
	Fairhaven, New Whatcom			2.62	2		2						
371005	Ballard, Seattle (n. o.)	West Street and North End Electric Rwy. Co.	6.00										
	Ballard, Interbay			3.50	3	1	3	11,892.00		do		356.76	Do.
	Interbay, Ballard			3.50	3	1	3						
	Interbay, Seattle (n. o.)			2.50	3	1	3						
	Seattle (n. o.), Interbay			2.50	3	1	3						
371006	Tacoma (South Tacoma Station), Hosmer Junction.	Tacoma Traction Co.	1.70										
	Tacoma (South Tacoma Station) Hosmer Junction (n. o.)			1.70	2		2	2,128.40		do		175.00	Do.
	Hosmer Junction (n. o.), Tacoma (South Tacoma Station).			1.70	2		2						
371007	Seattle, Renton	Seattle and Rainier Beach Rwy. Co. *a*	12.49										
	Seattle, Columbia City			4.40	2	1	2	13,437.10		do		335.81	Do.
	Columbia City, Seattle			4.40	2	1	2						
	Columbia City, Dunlap			2.50	2	1	2						
	Dunlap, Columbia City			2.50	2	1	2						
	Dunlap, Renton			5.59	1	1	1						
	Renton, Dunlap			5.59	1	1	1						

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F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	WASHINGTON—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
371008	Seattle, Latona	Third Street and Suburban Rwy. Co. *a*	4.40										
	Seattle, Latona			4.40	1	1	1	3,212		Closed pouch		$50.00	Electricity.
	Latona, Seattle			4.40	1	1	1						
371009	Seattle, Southpark	Grant St. Electric Rwy. Co. *a*	5.70										
	Seattle, South Seattle			2.78	2	1	2						
	South Seattle, Seattle			2.78	2	1	2						
	South Seattle, Dwamish			1.32	2	1	2	7,729.20		do		200.00	Do.
	Dwamish, South Seattle			1.32	2	1	2						
	Dwamish, Southpark			1.60	2	1	2						
	Southpark, Dwamish			1.60	2	1	2						
371010	Seattle, Greenlake	Seattle Traction Co. *a*	6.90										
	Seattle, Fremont			3.70	1	1	1						
	Fremont, Seattle			3.70	1	1	1						
	Fremont, Greenlake			3.20	1	1	1	5,037		do		100.00	Do.
	Greenlake, Fremont			3.20	1	1	1						
371011	Everett, Lowell	Everett Rwy. and Electric Co. *a*	2.34										
	Everett, Lowell			2.34	1	1	1	1,708.20		do		72.00	Do.
	Lowell, Everett			2.34	1	1	1						
371012	Tacoma, Home Addition Station	City Park Rwy. Co. *a*	5.81										
	Tacoma, Home Addition Station			5.81	2	1	1	7,773,78		do		200.00	Do.
	Home Addition Station, Tacoma			5.81	2	1	1						
			72.74					79,391.22				2,525,43	
	OREGON.												
373001	Portland, North Bank of Columbia River at Vancouver.	Portland Rwy. Co	8.86										
	Portland, Substation No. 1 (Woodlawn).			4.12	3	1	3						
	Substation No. 1 (Woodlawn), Portland.			4.12	3	1	3						
	Substation No. 1 (Woodlawn), North Bank Columbia River.			4.74	3	1	3	17,560.52		Closed pouch	3.00	526.82	Electricity.

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	Station F, Station A			.76	9	1	3	19,614.24	15.10	do	11.87	2,328.20	Do.
	Station F, Station M			1.92	4	1	3						
	Station M, Station F			1.92	4	1	3						
	Station M, Sixth avenue and Fulton street.			.65	4	1	3						
	Sixth avenue and Fulton street, Station M.			.65	4	1	3						
376005	San Francisco (Station D), Twenty-second street switch.	Market Street Rwy. Co	3.35										
	San Francisco (Station D), Station K.			.70	9	1	3						
	Station K, San Francisco (Station D).			.70	9	1	3						
	Station K, Station C			2.40	9	1	3						
	Station C, Station K			2.40	9	1	3	18,940.90	15.10	do	11.87	2,248.27	Electricity.
	Station C, Twenty-second street switch.			.25	9	1	3						
	Twenty-second street switch, Station C.			.25	9	1	3						
376006	San Francisco (Station B), Station G.	Market Street Rwy. Co	1.45										
	San Francisco (Station B), Station G.			1.45	7	2	3						
	Station G, San Francisco (Station B).			1.45	7	2	3	6,574.30		Closed pouch		250.00	Cable.
376007	Los Angeles, Altadena	Los Angeles and Pasadena Electric Rwy. Co.	16.51										
	Los Angeles, Station C			.75	10	4	4						
	Station C, Los Angeles			.75	10	4	4						
	Station C, Station A			2.65	7	3	3						
	Station A, Station C			2.65	7	3	3						
	Station A, Highland Park			3.07	3	1	1						
	Highland Park, Station A			3.07	3	1	1						
	Highland Park, Garvanza			.75	3	1	1						
	Garvanza, Highland Park			.75	3	1	1						
	Garvanza, South Pasadena			1.46	3	1	1	40,048.40		do	3.00	1,201.45	Electricity.
	South Pasadena, Garvanza			1.46	3	1	1						
	South Pasadena, Pasadena			3.37	3	1	1						
	Pasadena, South Pasadena			3.37	3	1	1						
	Pasadena, Station A (Pasadena)			1.59	2	1	1						
	Station A (Pasadena), Pasadena			1.59	2	1	1						
	Station A (Pasadena), Altadena			2.87	2	1	1						
	Altadena, Station A (Pasadena)			2.87	2	1	1						
376008	Los Angeles, Station J	Los Angeles Rwy. Co	15.55										
	Los Angeles, Station B			2.38	4	2	2						
	Station B, Los Angeles			2.38	4	2	2						
	Los Angeles, Station G			2.62	3	2	2						
	Station G, Los Angeles			2.62	3	2	2	34,546.50		do	3.00	1,036.39	Do.
	Station G, Station K			1	3	1	1						
	Station K, Station G			1	3	1	1						
	Los Angeles, Station F			2.14	4	2	2						

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	CALIFORNIA—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*		
376002-Cont'd.	Oakland, Southern Pacific depot (n.o.).	Oakland, San Leandro, and Haywards Electric Rwy., Consolidated.	16.99										
	San Lorenzo, San Lorenzo Junction (n. o.).			1.69	3	1	3						
	San Lorenzo Junction (n. o.), Castro street (n. o.).			3.53	3	1	3						
	Castro street (n. o.), San Lorenzo Junction (n. o.).			3.53	3	1	3						
	Castro street (n. o.), Haywards			.05	3	1	3	33,674.18		Closed pouch.	3.00	$1,010.22	Electricity.
	Haywards, Castro street (n. o.)			.05	3	1	3						
	Castro street (n. o.), Southern Pacific depot (n. o.).			.90	3	1	3						
	Southern Pacific depot (n. o.), Castro street (n. o.).			.90	3	1	3						
376033	San Francisco (Station D), Terminus Stanyan street.	Market Street Rwy Co	3.82										
	San Francisco (Station D), Station B.			1.76	10	1	3						
	Station B, San Francisco (Station D).			1.76	10	1	3						
	Station B, Station H			.53	10	1	3	23,936.12	18.5	Separate	12.90	3,087.75	Cable.
	Station H, Station B			.53	10	1	3						
	Station H, Terminus Stanyan street.			1.53	10	1	3						
	Terminus Stanyan street, Station H.			1.53	10	1	3						
376004	San Francisco (Station D), Sixth avenue and Fulton street.	Market Street Rwy Co	4.86										
	San Francisco (Station D), Station A.			1.53	9	1	3						
	Station A, San Francisco (Station D).			1.53	9	1	3						
	Station A, Station F			.76	9	1	3						

376012	Los Angeles, University Station (Los Angeles P. O.).	Main Street and Agricultural Park R. R. Co.	3.41										
	Los Angeles, Los Angeles and Redondo Rwy. Station.			2.71	5	2	2						
	Los Angeles and Redondo Rwy. Station, Los Angeles.			2.71	5	2	3						
	Los Angeles and Redondo Rwy. Station, University Station.			.70	4	2	2	10,813.58		do	3.00	324.40	Electricity.
	University Station, Los Angeles and Redondo Rwy. Station.			.70	4	2	2						
			87.71					216,253.94				12,518.32	

F.—*Electric and cable car mail service in operation June 30, 1899*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Trips per day. Week days (300).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	CALIFORNIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*		
376008–Cont'd	Los Angeles, Station J	Los Angeles Rwy. Co	15.55										
	Station F, Los Angeles			2.14	4	2	2						
	Station F, Station H			1	4	1	1						
	Station H, Station F			1	4	1	1						
	Los Angeles, Station D			2.90	3	1	1	34,546.50		Closed pouch	3.00	$1,036.39	Electricity.
	Station D, Los Angeles			2.90	3	1	1						
	Los Angeles, Station J			3.51	3	1	1						
	Station J, Los Angeles			3.51	3	1	1						
376009	San Antonio, Ontario	Ontario Electric Co	6.16										
	San Antonio, North Ontario			4.04	1	1	1						
	North Ontario, San Antonio			4.04	1	1	1						
	North Ontario, Ontario			2.12	3	1	3	7,151.04		do		250.00	Do.
	Ontario, North Ontario			2.12	3	1	3						
376010	Los Angeles, Shermanton	Los Angeles Pacific R. R. Co.	10.74										
	Los Angeles, Station C			.75	2	1	1						
	Station C, Los Angeles			.75	2	1	1						
	Station C, Station E			2.20	2	1	1						
	Station E, Station C			2.20	2	1	1						
	Station E, Prospect Park			2.68	2	1	1						
	Prospect Park, Station E			2.68	2	1	1						
	Prospect Park, Colegrove			1.67	2	1	1	14,391.60		do	3.00	431.74	Do.
	Colegrove, Prospect Park			1.67	2	1	1						
	Colegrove, Hollywood			.14	2	1	1						
	Hollywood, Colegrove			.14	2	1	1						
	Hollywood, Shermanton			3.30	2	1	1						
	Shermanton, Hollywood			3.30	2	1	1						
376011	Altadena (Mariposo street and Lake avenue), Echo Mountain.	Pasadena and Mount Low Rwy. Co.	2.54										
	Altadena, Echo Mountain			2.54	2	1	1	3,403.60		do		175.00	Electricity and cable.
	Echo Mountain, Altadena			2.54	2	1	1						

376012	Los Angeles, University Station (Los Angeles P. O.).	Main Street and Agricultural Park R. R. Co.	3.41										
	Los Angeles, Los Angeles and Redondo Rwy. Station.			2.71	5	2	2						
	Los Angeles and Redondo Rwy. Station, Los Angeles.			2.71	5	2	3						
	Los Angeles and Redondo Rwy. Station, University Station.			.70	4	2	2	10, 813.58		do	3.00	324.40	Electricity.
	University Station, Los Angeles and Redondo Rwy. Station.			.70	4	2	2						
			87.71					216, 253.94				12, 518.82	

G.—*Mail service as in operation June 30, 1898, and June 30, 1899, showing increase and decrease and percentage of increase and decrease from June 30, 1898, to June 30, 1899.*

Items.	June 30, 1898.	June 30, 1899.	Increase from June 30, 1898, to June 30, 1899.	Decrease from June 30, 1898, to June 30, 1899.	Percentage of increase from June 30, 1898, to June 30, 1899.	Percentage of decrease from June 30, 1898, to June 30, 1899.
STAR SERVICE.						
Number of routes	21,781	22,482	701		3.21	
Length of routes (miles)	266,135.03	269,452.47	3,317.44		1.24	
Number of miles traveled per annum	127,106,036.46	132,068,807.44	4,962,770.98		3.90	
Annual rate of expenditure	$5,310,591.47½	$5,114,943.83⅓		$195,647.64⅙		3.68
Rate of cost per mile traveled (cents)	4.17	3.87		.30		7.19
Rate of cost per mile of length	$19.95	$18.98		$0.97		4.86
Average number of trips per week	4.59	4.71	.12		2.61	
SPECIAL-OFFICE SERVICE.						
Number of routes	1,770	1,398		372		21.01
Length of routes (miles)	11,546.18	11,092.80		453.28		3.92
Number of miles traveled per annum	3,006,713.38	2,354,812.74		651,900.64		21.68
Annual rate of expenditure	$23,742.33	$28,141.42	$4,399.09		18.52	
Rate of cost per mile traveled (cents)	.79	1.11	.32		40.50	
Rate of cost per mile of length	$2.05	$2.53	$0.48		23.41	
Average number of trips per week	2.50	2.04		.46		18.40
STEAMBOAT SERVICE.						
Number of routes	161	178	17		10.56	
Length of routes (miles)	19,888.94	31,169.24	11,280.30		56.72	
Number of miles traveled per annum	3,979,731.58	4,387,028.12	407,296.54		10.23	
Annual rate of expenditure	$452,522.72	$550,454.51	$97,931.79		21.64	
Rate of cost per mile traveled (cents)	11.37	12.54	1.17		10.29	
Rate of cost per mile of length	$22.75	$17.66		$5.09		22.37
Average number of trips per week	1.92	1.35		.57		29.68
RAILROAD SERVICE.						
Number of routes	2,560	2,617	57		2.22	
Length of routes (miles)	174,777.41	176,726.95	1,949.54		1.12	
Number of miles traveled per annum	281,585,612.36	287,591,269.21	6,005,656.85		2.13	
Annual rate of expenditure:						
For transportation	$30,786,375.89	$31,942,150.88	$1,155,774.99		3.75	
For railway post-office cars	3,917,471.67	4,175,724.86	258,253.19		6.59	
For transportation and railway post-office cars combined	34,703,847.56	36,117,875.74	1,414,028.18		4.08	
Rate of cost per mile traveled (cents):						
For transportation	10.93	11.10	.17		1.55	
For transportation and railway post-office cars combined	12.32	12.56	.24		1.94	
Rate of cost per mile of length:						
For transportation	$176.14	$180.74	$4.60		2.61	
For transportation and railway post-office cars combined	$198.56	$204.37	$5.81		2.93	
Average number of trips per week	15.49	15.64	.15		.97	

G.—*Mail service as in operation June 30, 1898, and June 30, 1899, etc.*—Continued.

Items.	June 30, 1898.	June 30, 1899.	Increase from June 30, 1898, to June 30, 1899.	Decrease from June 30, 1898, to June 30, 1899.	Percentage of increase from June 30, 1898, to June 30, 1899.	Percentage of decrease from June 30, 1898, to June 30, 1899.
MAIL-MESSENGER SERVICE.						
Number of routes	7,088	7,134	46		0.65	
Length of routes (miles)	5,042.28	5,056.94	14.66		.29	
Number of miles traveled per annum	9,689,551.06	9,930,891.36	241,340.30		2.49	
Annual rate of expenditure	$902,465.53	$901,566.97		$898.56		0.09
Rate of cost per mile traveled (cents)	9.31	9.07		.24		2.57
Rate of cost per mile of length	$178.97	$178.28		$0.69		.38
Average number of trips per week	18.47	18.88	.41		2.22	
REGULATION, SCREEN, OR OTHER WAGON SERVICE.						
Number of routes	206	222	16		7.76	
Length of routes (miles)	1,521.71	1,523.58	1.87		.12	
Number of miles traveled per annum	4,463,245.14	4,433,906.18		29,338.96		.65
Annual rate of expenditure	$734,643.91	$733,921.05		$722.86		.10
Rate of cost per mile traveled (cents)	16.45	16.55	.10		.60	
Rate of cost per mile of length	$482.77	$481.70		$1.07		
Average number of trips per week	28.20	27.98		.22		
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes	229	267	38		16.59	
Length of routes (miles)	1,550.23	1,926.88	376.65		24.29	
Number of miles traveled per annum	4,501,801.76	4,978,130.15	476,328.39		10.58	
Annual rate of expenditure	$253,939.77	$275,448.73	$21,508.96		8.47	
Rate of cost per mile traveled (cents)	5.64	5.53		.11		1.95
Rate of cost per mile of length	$163.80	$142.95		$20.85		12.72
Average number of trips per week	27.92	24.84		3.08		11.03
RAILWAY POST-OFFICE CLERKS.						
Number of clerks	7,999	8,388	389		4.86	
Annual rate of expenditure	$8,222,504	$8,610,732	$388,228		4.72	
MAIL EQUIPMENTS.						
Mail bags, etc	$319,043.84	$274,642.64		$44,401.20		13.91
Mail locks and keys, etc	38,206.56	42,696.28	$4,489.72		11.75	
Repair shop for mail equipments	8,451.51	8,002.24		449.27		5.31
	365,701.91	325,341.16	4,489.72	44,850.47		11.03
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure	$195,722.50	$195,722.50				
PNEUMATIC-TUBE SERVICE.						
Annual rate of expenditure	$232,085.70	$222,266		$9,819.70		4.23
RECAPITULATION.						
Total number of routes	33,795	34,298	503		1.48	
Total length of routes (miles)	480,461.68	496,948.86	16,487.18		3.43	
Total number of miles traveled per annum	434,332,691.74	445,744,845.20	11,412,153.46		2.62	
Total annual rate of expenditure	$51,397,767.40 7/12	$53,076,413.91 1/12	$1,678,646.50 1/2		2.56	
Rate of cost per mile traveled (cents)	11.83	11.90	.07		.59	
Rate of cost per mile of length	$106.97	$106.80		$0.17		.15
Average number of trips per week	8.69	8.62		.07		.80

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories; the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.*

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles. Adjusted from July 1, 1899, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	FLORIDA.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*	1898.	
123038	Pensacola, Warrington.	Pensacola Electric Terminal Rwy. Co.	8.58	88		no apt	13	42.75		366.79		Sept. 20	New from July 20, 1898.
	OHIO.												
131001	Bellaire, Chicago	Baltimore and Ohio R. R. Co.	190.95	15,848	30.50	r. p. o. 40 by 9, 1 l. Authorized: 1 l. 40 ft. 190.70 m.; apt. 25 by 86, 21 by 9.1, 1 l.	27.54	286.43	25.00	54,693.80	4,767.50		
131002	Pittsburg, Pa., Chicago, Ill.	Pennsylvania Co	468.32	85,098	30.60	r. p. o., 60 by 9.5, 5 l.; 40 by 9, 1 l., Pittsburg to Mansfield; 60 by 9, 5 l., Mansfield to Chicago. Authorized: 5 l. 60 ft. and 11.40 ft., Pittsburg to Mansfield, 175.27 m., 5 l. 60 ft. Mansfield to Chicago, 293.05 m.; apt. 17 by 9, 20 by 9, 24 by 9, 25 by 9.		1,026.86	{275.00 / 250.00}	480,899.07	121,461.75		
131003	Wellsville, Bellaire ...	do.....	46.99	2,103	24.20	apt. 19.9 by 9, 2 l.	27	129.11		6,066.87			
131004	Hudson, Columbus ...	Cleveland, Akron and Columbus Rwy. Co.	144.61	2,698	26.70	apt. 15.3 by 8.9, 19.6 by 8.9, 2 l.	16.17	137.66		19,907.01			
131005	Cleveland, Leavittsburg.	Erie R. R. Co.....	50.05	13,800	35	r. p. o., 41.3 by 9, 1 l.; 52 by 9, 1 l. Authorized: 1 l. 40 ft. 50 m.; apt. 25 by 9, 1 l.	34	265.05	25.00	13,265.75	1,250.00		

131006	Pittsburg, Pa., Cleveland, Ohio.	Pennsylvania Co....	149.28	12,939	26.60	apt. 15 3 by 8.9, 19.6 by 8.9, 20 by 9, 25 by 9, 3 l., and in addition 1 l., Alliance to Hudson, out, and Hudson to Cleveland 3 l. out and 2 l. in.	28.06	255.65		38,163.43			Route restated.	
131007	Elyria, Millbury.....	Lake Shore and Michigan Southern Rwy. Co.	75.01	219,190	39.81	r. p. o., 60 by 9, 9 l. outward and 7 l. inward. Authorized: 9 l. 60 ft. out and 7 l. 60 ft. in = to 8 l. 60 ft.. 74.15 m.	37.33	2,459.84	400.00	184,512.59	29,660.00			
131008	Bayard, New Philadelphia.	Pennsylvania Co....	32.48	871	24	apt. 20 by 9, 2 l.....	12	79.52		2,582.80				
131009	Cleveland, Coshocton.	Wheeling and Lake Erie R. R. Co.	115.13	1,272	26	apt. 20 by 9, 1 l.....	16.65	96.62		11,123.86				
131010	Sandusky, Chicago ...	Baltimore and Ohio R. R. Co.	28.79	1,326	28	apt. 21 by 9, 1 l.....	13	99.18		2,855.39			Do.	
131011	Xenia, Ohio, Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	57.54	18,927	37.30	r. p. o. run 1 l. 60 ft. out and 3 l. 60 ft in. Authorized: 3 l. 60 ft. 57.54 m.; apt. 19.4 by 9, 1 l.		319.77	100.00	18,399.56	5,754.00			
131012	Springfield, Sandusky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	131.15	1,372	28.60	apt. 22.6 by 9, 1 l	9.93	100.89		13,231.72				
131013	Cleveland, Cincinnati.	do.....	263.31	42,341	30	r. p. o. run, 4 l 60 ft. Cleveland to Galion, 3 l. residue. Authorized: 4 l. 60 ft., 1½ l. 40 ft., Cleveland to Galion, 79.86 m.; 2 l. 60 ft. 1 l. 40 ft., Galion to Cincinnati, 183.45 m.; apt. 25 by 9, 1 l.	30	569.43	{237.50 / 125.00}	149,936.61	41,898.00			
131014	Columbus, Cincinnati.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	119.62	35,458	31.10	r. p. o. run, 60 by 9, 2 l., Columbus to Xenia outward and inward and 3 l. outward and 6 l. inward, Xenia to Cincinnati. Authorized: 41.60 ft., Columbus to Xenia, 54.92 m., and 2 l. Xenia to Cincinnati, 64.70 m.; apt. 22.6 by 9, 1 l.	37.65	495.90	{200.00 / 100.00}	59,319.55	17,454.00			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131015	Columbus, Ohio, Indianapolis, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	187.86	92,241	32.50	r. p. o. reported, 7 l. 60 ft. outward and 8 l. inward, Columbus to Richmond; 3 l. 60 ft. outward and 5 l. 60 ft. inward, Richmond to Indianapolis. Authorized: 61. 60 ft. Columbus to Richmond, 119.65 m. and 8 l. 60 ft. Richmond to Indianapolis, 68.21 m.		1,102.95	300 400	207,200.18	68,179.00		
131016	Galion, Ohio, East St. Louis, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	465.32	19,612	30.70	r. p. o. run, 50 by 9, 2 l. 60 by 9, 2 l. outward, Galion to Granite; 1 l. 60 ft. inward over whole route; 2 l. 60 ft. additional, Indianapolis to Galion. Authorized: 21. 60 ft. and 1 l. 40 ft., Galion to Indianapolis, 203.52 m.; 2½ l. 60 ft., Indianapolis to Granite, 256.20 m., and ½ l. 60 ft., Granite to East St. Louis, 5.28 m; apt. 16 by 9, 25 by 9, 1 l. out and outward and inward over portions of route.		326.61	125 125 25	151,978.16	57,597.00		Route restated.

131017	Blanchester, Hillsboro	Baltimore and Ohio Southwestern R.R. Co.	21.81	866	25	no apt	21.50	79.52		1,734.33			
131018	Portsmouth, Hamden Junction.	do.....	56.36	369	22	apt. 13 by 9.2, 1 l.	12	54.72		3,084.01			
131019	Toledo, Ohio, East St. Louis, Ill.	Wabash R. R. Co....	433.28	36,366	36	r.p.o. run, Toledo and Lafayette, 3 l. 60; Lafayette to East St. Louis, 3 l. 60 ft. outward; East St. Louis to Granite, 1 l. 60 ft. and 1 l. 50 ft. inward; Granite to Lafayette, 3 l. 60 ft. and 1 l. 50 ft. inward. Authorized: 2 l. 60 ft. and 1 l. 50 ft., Toledo to Lafayette, 203.08 m.; 2 l. 60 ft., 1 l. 50 ft., and 1 l. 40 ft., Lafayette to East St. Louis, 230.20 m.; apt. 28 by 9.3, 24.3 by 8.7, 2 l. Bement to Decatur, 1 l. Peru to East St. Louis.	30.23	506.16	140 165	219,309.00	66,414.20		
131020	Sandusky, Ohio, Peoria, Ill.	Lake Erie and Western R. R. Co.	415.46	1,220	24.50	apt. 18.4 by 9, 1 l. to Muncie, 2 l. thence to Lafayette, 1 l. residue.	14.98	94.91		39,431.30			
131021	Carey, Findlay	Cleveland, Cincinnati, Chicago and St. Louis Ry. Co.	15.82	150	26.40	no apt	15	42.75		676.30			
131022	Dayton, Ohio, Union City, Ind.	Dayton and Union R. R. Co.	47.32	1,108	26.90	apt. 11 by 7.6, 2 l.	19	89.78		4,248.38			
131023	Toledo, Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	142.50	18,306	30.90	r.p.o. run, 50 by 9, 1 l., 55 by 9, 1 l. Authorized: 1 l. 55 ft. and 1 l. 50 ft., 142.50 m.; apt. 25 by 9, 1 l.	32.49	312.93	85	44,592.52	12,112.50		
131024	Hamilton, Ohio, Indianapolis, Ind.	do.....	99.20	18,019	36.70	r. p. o. run, 60 by 9, 2 l. out, 50 by 9, 1 l. out, 60 by 9 1 l. in, 50 by 9 1 l. in. Authorized: 1 l. 60 ft. and 1 l. 40 ft., 99.20 m.; apt. 20 by 9, 25 by 9, 1 l. out and 2 l. in.	34.69	309.51	75	30,703.39	7,440.00		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.												
			Miles.	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131025	Cincinnati, Ohio, Chicago, Ill.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	300.41	11,760	30.70	r. p. o. run, 46.9 by 9.3 l l., 45.6 by 9 l l.; authorized, 2 l. 40 ft.	29.03	242.82	50	72,945.55	15,020.50		
31026	Dayton, Cincinnati	Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	25,466	32.30	r. p. o. run, 1 l. 50 ft. 1 l. 55 ft., Dayton to Hamilton; 2½ l. 50 ft., 1 l. 55 ft., and 1½ l. 60 ft., Hamilton to Cincinnati. Authorized: 1 l. 55 ft., 1 l. 50 ft., Dayton and Hamilton, 33.70 m.; 1 l. 55 ft., 1 l. 60 ft., 1 l. 50 ft., and 1 l. 40 ft., Hamilton and Cincinnati, 25.39 m.; apt. 25 by 9, 25 by 9, 2 l., over whole route and over portions of route.	63.50	389.03	160 85	22,987.78	6,926.90		
131027	Xenia, Springfield	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	19.31	3,382	25	apt. 19.4 by 9, 1 l	17	147.92		2,856.33			
131028	Parkersburg, W. Va., Cincinnati, Ohio.	Baltimore and Ohio Southwestern R. R. Co.	195.61	50,797	32.10	r. p. o. run, 60 by 9, 3 l. Authorized: 31.60 ft., 195.30 m.; apt. 25 by 9, 20 by 9, 2 l. out and 3 l. inward Midland and Cincinnati.	30.66	660.06	150	129,114.33	29,295.00		
131029	Morrow, Trinway	Cincinnati and Muskingum Valley R. R. Co.	148.66	1,244	29.80	apt. 16.6 by 9, 2 l	13.74	95.76		14,235.68			

	Detroit, Mich., Dundee, Mich.		43.40						64.98				Route restated.
	Dundee, Tecumseh		15.70						23.09				Lap over 137019.
	Tecumseh, Lima		97						64.98				
131030	Lima, Columbus Junction (n. o.).	Detroit and Lima Northern Rwy. Co.	14.80	531	25.90	apt. 20 by 9, 1 l	7.45		23.08		13,094.82		Lap over 131123.
	Columbus Junction (n. o.), Peoria, Ohio.		40.70						64.98				
	Peoria, Columbus, Ohio.		34.70						17.95				Lap over 131091.
131032	Pittsburg, Pa., Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	128,872	28.70	r. p. o. run 60 by 9, 10 l. Authorized: 101. 60 ft.; apt. 19.3 by 9.3, 20 by 9, 22.6 by 9, 1 l. out and additional lines on parts of route.		1,494.54		500	285,113.39	95,385.00	
131033	Dundas, Jackson	Hocking Valley Rwy. Co.	17.85	240		no apt	19.12	45.32			808.96		
131034	Salamanca, N. Y., Dayton, Ohio.	Erie R. R. Co	400	8,571	30.20	r. p. o. run 65 by 9, 41 by 9, 52 by 9 1 l., Salamanca to Youngstown, 21; thence to Leavittsburg, 1 l.; thence to Marion Junction (n. o.). Authorized: 1 l. 60 ft., Salamanca to Youngstown, 162.30 m.; 1 l. 60 ft., and 1 l. 40 ft., Youngstown to Leavittsburg, 17.20 m.; 1 l. 60 ft., Leavittsburg to Marion Junction (n. o.), 136.80 m.; no r. p. o. cars Marion Junction (n. o.) to Dayton, 83.70 m.; apt. 18 by 9, 25 by 9, 1 l. over portions of the route.	25.04	208.62	50 75 50	83,448.00	16,245.00		
131035	Vacant.												
131036	Columbus, Athens	Hocking Valley Rwy. Co.	76.64	3,492	27.30	apt. 6.8 by 9, 16 by 9.5, 21., and 1 additional line inward, Logan to Columbus.	18.99	148.77			11,401.78		
131037	Niles, Lisbon	Erie R. R. Co	24.02	793	22.80	apt. 15 by 9, 1 l	12	76.10			2,588.92		
131038	Newark, Shawnee	Baltimore and Ohio R. R. Co.	43.99	407	21.40	apt. 10 by 6.6, 1 l	12	57.29			2,520.18		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131039	Delphos, Dayton.....	Cincinnati, Hamilton and Dayton Rwy. Co.	94.23	549	23.60	apt. 21 by 9, 1 l.....	8.70	65.84		6,204.10			
131040	Marietta, Valley Junction (n. o.).	Cleveland and Marietta Rwy. Co.	111.11	1,216	25	apt. 25 by 9, 1 l.....	10.23	94.05		10,449.89			
131041	Cleveland, Bridgeport.	Cleveland, Lorain and Wheeling Rwy. Co	162.03	1,520	28.60	apt. 19.6 by 9, 1 l.....	14.81	107.73		17,455.49			
131042	Delaware, Springfield.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	50.01	517	28.50	apt. 12.8 by 8.6, 1 l....	12	64.13		3,207.14			
131043	Mansfield, Toledo.....	Pennsylvania Co....	85.75	6,602	30.30	r. p. o. run 40 by 9, 1 l. Authorized: 11. 40 ft. 85.75 m.; apt. 20.3 by 9, 1 l.	12	188.10	25	16,129.57	2,143.75		
131044	Ashtabula, Ohio, Mahoningtown, Pa.	do.....	78.58	944	25.60	apt. 20 by 9, 1 l.....	18.66	82.94		6,517.42½			
131045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.50	70,344	36.11	r.p. o. run 60 by 9, 31., and 1 l. 60 by 9, storage car outward, r. p. o. Authorized: 4 l. 60 feet, 133.30 m.; apt. 13.6 by 9, 1 l, and 1 l. inward, Toledo and Kendallville.	35.85	868.68	150	116,046.96	19,995.00		
131046	Painesville, Warren... Warren, Youngstown.	Pittsburg and Western Rwy. Co.	46.20 15.39	445	24.60	apt. 18.6 by 8.6, 1 l....	7.16	59.85 5.13		2,844.02			Lap service over 131076.
131047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio R. R. Co.	278.19	19,195	33.10	r. p. o. run 40 by 9, 1 l.. 60 by 9, 1 l. Authorized: 2 l. 40 ft. 278 m.; apt. 22 by 9, 1 l. to Walkerton, Ind.	30.81	323.34	50	89,671.76	13,900.00		
131048	Lore City, Cumberland.	do	17.02	148	19	no apt.....	12	42.75		727.60			

131049	Parkersburg, W. Va., Marietta, Ohio.	Baltimore and Ohio Southwestern R. R. Co.	13.89	1,489	20	no apt	35.62	106.02		1,472.61		
131050	Deahler, Findlay	Cincinnati, Hamilton and Dayton Rwy. Co.	18.65	198	27	do	18	42.75		797.28		
131051	Columbus, Ohio, Kenova, W. Va.	Norfolk and Western Rwy. Co.	139.03	3,134	29	apt. 20 by 9, 22.10 by 9, 2 l.	19	143.64		19,970.26		
131052	Cincinnati, Portsmouth.	Cincinnati, Portsmouth and Virginia R. R. Co.	107.33	940	26.50	apt. 13.10 by 9, 1 l	12	82.94		8,901.95		
131053	Toledo, Columbus	Hocking Valley Rwy. Co.	121.20	3,530	35.70	apt. 20 by 9.5, 16 by 9.5, 2 l.	24.81	149.62		18,133.94		
131054	Dayton, Ironton	Cincinnati, Hamilton and Dayton Rwy. Co.	168.96	511	23.50	apt. 20.8 by 9.3, 1 l	8.86	64.13		10,835.40		
131055	Toledo, Thurston	Toledo and Ohio Central Rwy. Co.	148.13	875	27.40	apt. 20.6 by 9, 1 l	9.89	79.52		11,779.29		
131056	St. Clairsville, Steel	Baltimore and Ohio R. R. Co.	6.93	252	17.30	no apt	12	46.17		319.95		
131057	Springfield, Ohio, Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	140.10	1,949	28.70	apt. 22.4 by 9, 2 l	12	125.69		17,609.16		
131058	Wellston, Springfield.	Ohio Southern R. R. Co.	120.64	625	24	apt. 19.6 by 9, 1 l	7.16	69.26		8,355.52		
131059	Vacant.											
131060	Station C, Georgetown.	Cincinnati, Georgetown and Portsmouth R. R. Co.	42.36	1,283	15.30	apt. 14 by 7.6, 13 by 7.6, 2 l.	12.50	97.47		4,128.82		
131061	Toledo, Ohio, East St. Louis, Ill.	Toledo, St. Louis and Kansas City R. R. Co.	450.30	3,274	30	apt. 25 by 8.10, 24.6 by 8.6, 2 l.	16.21	146.21		65,838.36		
131062	Andover, Youngstown	Lake Shore and Michigan Southern Rwy. Co.	39.24	1,950	31.31	apt. 16 by 8.6, 1 l	19	125.69		4,932.07		
131063	Bellaire, Zanesville	Bellaire, Zanesville and Cincinnati Rwy. Co.	112.21	717	17.40	apt. 15.6 by 7.6, 1 l	11.08	72.68		8,155.42		
131064	Armadale (n. o.), Sharpsburg.	Toledo and Ohio Central Extension R. R. Co.	4	50	17.50	no apt	6	42.75		171.00		
131065	Lodi, Millersburg	Baltimore and Ohio R. R. Co.	37.35	55	18	do	6	42.75		1,596.71		
131066	Hillsboro, Sardinia	Hillsboro R. R. Co.	20.48	153	16.90	do	12	42.75		875.52		
131067	Alliance, Bergholz	Ohio River and Lake Erie R. R. Co.	35.96	414	16.70	apt. 9 by 6, 1 l	12	57.29		2,060.14		
131068	Columbus, Corning	Toledo and Ohio Central Rwy. Co.	65.33	1,839	27.70	apt. 18.10 by 9.2, 17.10 by 8.6, 2 l.	18	120.56		7,876.18		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131069	Columbus, Alum Creek Junction (n. o.)	Columbus, Sandusky and Hocking R. R. Co.	5.89	775	26.30	apt. 14 by 9, 1 l., Columbus to Fulton-ham; 2 l. residue.	12	75.24		3,564.18			
	Alum Creek Junction (n. o.), Thurston.		23.59					16.24					Lap over 131068.
	Thurston, South Zanesville.		35.15					75.24					
	South Zanesville, Zanesville.		2.87					32.49					Lap over 131029.
131070	Tontogany, North Baltimore.	Cincinnati, Hamilton and Dayton Rwy. Co.	18.92	260	26	no apt.....	18	47.03		889.80			
131071	Vacant.												
131072	Edison, Mount Gilead.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	2.61	290	13.20	do	18	48.74		127.21			
131073	Cleveland, Zoar Station.	Cleveland Terminal and Valley R. R. Co.	78.89	1,968	26	apt. 25 by 9, 1 l.....	25.60	126.54		9,982.74			
131074	Logan, Pomeroy	Hocking Valley Rwy. Co.	84.05	1,398	27.30	apt. 22.6 by 9, 16 by 9.5, 2 l.	13.03	101.75		8,552.08			
131075	Jackson, Mich., Franklin, Ohio.	Cincinnati Northern R. R. Co.	205	1,159	24.37	apt. 22.6 by 9, 1 l.....	10.39	91.49		20,636.32			
	Franklin, Middletown		6					13.68					Lap over 131013.
	Middletown, Hagerman Station (n. o.).		10					50.45					Lap over 131142.
	Hagerman Station (n. o.), Cincinnati.		26.10					49.59					Lap over 131078.
131076	Akron, Ohio, Newcastle Junction (n. o.), Pa.	Pittsburg and Western Rwy. Co.	80	6,594	26.50	r. p. o. run 60 by 9, 1 l. Authorized: 1 l. 40 ft., 30 m.; apt. 22.9 by 8.6, 1 l.	19.20	187.25	25	14,980.00	2,000.00		
131077	Nelsonville, Monday Creek (n. o.).	Hocking Valley Rwy. Co.	17.45	191	10	no apt.....	11.45	42.75		745.98			
131078	Cincinnati, Lebanon ..	Cincinnati, Lebanon and Northern Rwy. Co.	29.59	684	22	apt. 9.2 by 5.8, 1 l.....	20.03	71.82		2,125.15			

131079	Newark, Midland	Baltimore and Ohio R. R. Co.	104.55	6,872	32.90	apt. 25 by 8.6, 1 l. over whole route, and 1 l. out and 2 l. inward between Columbus and Midland	27.98	190.67		19,934.54			Route restated.
131080	Toledo, Martins Ferry	Wheeling and Lake Erie R. R. Co.	224.12	968	27.40	apt. 22.6 by 8.9, 25 by 9, 1 l.	6.51	83.79		18,779.01			Do.
131081	Not weighed.												
131082	St. Marys, Minster	Lake Erie and Western R. R. Co.	10.49	190	25	no apt.	12	42.75		448.44			
131083	Means, Cadiz	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	8.18	973	13.30	do	36	83.79		685.40			
131084	Logan, New Straitsville.	Hocking Valley Rwy. Co.	13.30	269	25	do	13.05	47.03		625.49			
131085	Fultonham, Shawnee	Columbus, Sandusky and Hocking R. R. Co.	33.24	354	20.50	apt. 13.6 by 9, 1 l.	12	53.01		1,762.05			Do.
131086	Alliance, Niles	Pennsylvania Co	27.86	428	28.10	apt. 11 by 4, 1 l.	9.50	59.00		1,643.74			
131087	Lancaster Junction (n. o.), South Bloomingville	Columbus, Lancaster and Wellston Rwy. Co.	23	140	13.10	no apt.	12	42.75		983.25			
131088	Corning, Gallipolis	Kanawha and Michigan Rwy. Co.	74.45	979	22.30	apt. 18.10 by 9.2, 17.10 by 8.6, 2 l. to Athens; 1 l. residue.	13.82	83.79		6,238.16			
131089	Cleveland, Ohio, Chicago, Ill.	New York, Chicago and St. Louis R. R. Co.	338.97	1,171	30.84	apt. 19.11 by 9.4, 1 l.	13.86	92.34		31,300.48			
131090	Marion, Ohio, Chicago, Ill.	Chicago and Erie R. R. Co.	270.96	9,016	32	r. p. o. run 65 by 9. 1 l. Authorized; 1 l., 60 feet, 270.25 m.; apt. 25 by 9, 1 l.	17.97	213.72	50	57,917.70	13,512.50		
131091	Toledo, Columbus	Toledo and Ohio Central Rwy. Co.	132.16	1,638	29	apt. 20.6 by 9, 1 l.	27.34	112.01		14,803.24			
131092	Canton, Sherrodsville.	Cleveland, Canton and Southern R. R. Co.	48.30	569	20	apt. 20.3 by 9.2, 1 l.	10.72	66.69		3,221.12			
131093	New Galilee, Pa., Lisbon, Ohio.	Pittsburg, Lisbon and Western Rwy. Co.	25.17	572	22.20	apt. 11.6 by 6, 1 l.	12	66.69		1,678.58			
131094	Vacant.												
131095	Buffalo, N. Y., Elyria, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	208.10	183,805	40.33	r. p. o. authorized.	44.73	2,081.93	450	1,124,242.20	189,660.00		
	Elyria, Millbury		79.80			1 l. 60 ft.			50				
	Millbury, Toledo		8.10			9 l. 60 ft.			450				
	Toledo, Ohio, Elkhart, Ind.		142.80			6 l. 60 ft.			300				
	Elkhart, Ind., Chicago, Ill.		101.20			9 l. 60 ft.			450				

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131095 Cont'd.						r. p. o. run—Buffalo, Cleveland, 9 l. 60 ft. out, 10 l. 60 ft. in; Cleveland, Elyria, 6 l. 60 ft. out, 7 l. 60 ft. in; Elyria, Millbury, 2 l. 60 ft. in; Millbury, Toledo, 6 l. 60 ft. out, 9 l 60 ft. in; Toledo, Elkhart, 6 l. 60 ft. out, 6 l. 60 ft. in; Elkhart, Chicago, 9 l. 60 ft. out, 9 l. 60 ft. in.							
131096	Marietta, Palos (n. o.).	Toledo and Ohio Central Extension R. R. Co.	44.77	446	20	apt. 8.4 by 7, 1 l.....	12	59.85		2,679.48			
131097	St. Clairsville, Barton.	St. Clairsville Co....	4.43	147	13	no apt.....	12	42.75		189.38			
131098	Salem, Washingtonville.	Salem R. R.....	7.98	51	16.80	do	12	42.75		339.00			
131099	Adelphi, Kingston ...	Marietta, Hocking and Northern R. R. Co.	11.04	165	13.90	do	12	42.75		471.96			
131100	Zanesville, Marietta..	Zanesville and Ohio River Rwy. Co.	74.61	1,067	25	apt. 15.6 by 8.6, 2 l....	12	88.97		6,570.90			
131101	Vacant.												
131102	Killbuck, Trinway ...	Cleveland Akron and Columbus Rwy. Co.	34.13	202	12.60	apt. 8.9 by 8.5, 1 l....	6	42.75		1,459.05			
131103	Muskingum (n. o.), Dillon.	Columbus, Sandusky and Hocking R. R. Co.	8.11	45	10	no apt.....	6	42.75		346.70			

131105	Findlay, Ohio, Fort Wayne, Ind.	Findlay, Fort Wayne and Western Rwy. Co	79.46	639	28.50	apt. 20 by 9, 1 l.....	12	69.26		5,503.39				
131106	Blatchford, Brush Fork Junction (n.o.).	Hocking Valley Rwy. Co.	2.66	88	13	no apt.....	13.01	42.75		113.71				
131107	Loudonville Junction (n. o.), Coshocton.	Pennsylvania Co....	45.37	303	13.60	apt. 20 by 9, 1 l.....	6	49.50		2,249.89				
131108	Hamilton, Middletown	Cincinnati, Hamilton and Dayton Rwy. Co.	14.73	84	17.20	no apt.....	11.31	42.75		629.70				
131109	Vacant.													
131110	Vacant.													
131111	Vacant.													
131112	Vacant.													
131113	Akron, Delphos	Lake Erie and Western R. R. Co.	161.93	442	20	apt. 20 by 6.8, 1 l.....	6	59.85		9,691.51				
131114	Vacant.													
131115	Vacant.													
131116	Akron, Warwick Warwick, Chicago....	Baltimore and Ohio R. R. Co.	14 / 60.69	7,626	33.70	r. p. o. run 40 by 9, 1 l. Authorized; 1 l. 40 ft., 74.50 m.; apt. 18 by 8.6, 1 l.	12	89.77 / 198.36	25	13,295.24	1,862.50		Lap over 131004.	
131117	Steubenville, Warrenton.	Wheeling and Lake Erie R. R. Co.	14.18	33	19.50	no apt.....	6	42.75		606.19			Route restated.	
131118	Vacant.													
131119	Vacant.													
131120	Vacant.													
131121	Sandusky, Columbus .	Columbus, Sandusky and Hocking R. R. Co.	110.58	730	30	apt. 18.4 by 9, 1 l.....	8.45	73.53		8,130.94				
131122	Vacant.													
131123	Lima, Lima Junction (n. o).	Ohio Southern R. R. Co.	68.77	713	28	apt. 19.6 by 9, 1 l.....	6	72.68		4,998.20				
131124	Vacant.													
131125	Vacant.													
131126	Vacant.													
131127	Vacant.													
131128	Vacant.													
131129	Vacant.													
131130	Vacant.													
131131	Vacant.													
131132	Vacant.													
131133	Vacant.													
131134	Vacant.													
131135	Vacant.													
131136	Vacant.													
131137	Vacant.													
131138	Lorain, Lester	Cleveland, Lorain and Wheeling Rwy. Co.	24.20	126	29	no apt.....	13.58	42.75		1,034.55				

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weight for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	OHIO—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
131139	Pymatuning (n. o.), Pa., Leavittsburg, Ohio.	Erie R. R. Co	28.24	256	15	no apt	10.91	46.17		1,303.84			
131140	Vacant.												
131141	Vacant.												
131142	Middletown, Hagerman Station (n. o.).	Middletown and Cincinnati R. R. Co.	11.86	36	18.70	do	8.59	42.75		507.01			
131143	Alliance, Phalanx Station.	Alliance and Northern R. R. Co.	26.14	740	24	apt. 11 by 6.6, 2 l	12	74.39		1,944.55			
131144	Vacant.												
131145	Vacant.												
131146	Coalgate, Snow Fork Junction (n. o.).	Hocking Valley Rwy. Co.	8.00	141	12.50	no apt	12.78	42.75		342.00			
	INDIANA.												
133001	Indianapolis, Vincennes.	Pennsylvania Co	116.98	1,560	27.10	apt. 22.6 by 9, 1 l	12.60	109.44		12,802.29			
133002	Indianapolis, Ind., East St. Louis, Ill.	Terre Haute and Indianapolis R. R. Co.	238.59	94,251	34.70	r. p. o. 60 by 9, 8 l.; apt. 16 by 9.2 and 15.9 by 8.9, 1½ l., Indianapolis to Terre Haute.	36.94	1,124.33	400	268,253.89	95,436.00		
133003	Cincinnati, Ohio, Kankakee, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	250.28	31,717	30.60	r. p. o. 60 by 9, 2 l., and 40 by 9, 1 l. Authorized: 2 l. 60 ft. and 1 l. 40 ft. over route; apt. 25 by 9 and 16.6 by 9, 2 l., Cincinnati to Valley Junction (n. o.), and 1 l. Valley Junction (n. o.) to Lafayette.	31.88	455.72	125	114,057.60	31,200.00		

133004	Indianapolis, Michigan City.	Lake Erie and Western R. R. Co.	161.27	1,251	23.80	apt. 17.6 by 9, 1 l. over route and additional 1 l. Indianapolis to Peru.	15.02	95.76		15,443.21			
133005	Michigan City, Monon.	Chicago, Indianapolis and Louisville Rwy. Co.	60	554	27.20	apt 14 by 9.2, 1 l.....	6	65.84		8,950.40			Formerly part of route 133038.
133006	Vacant.												
133007	Louisville, Ky., Indianapolis, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	111.44	9,075	31.10	apt. 22.8 by 9.2 and 22 by 9, 3 l.	29.57	213.75		23,820.30			
133008	Louisville, Ky., Chicago, Ill.	Chicago, Indianapolis and Louisville Rwy. Co.	324.03	12,000	30.20	r. p. o. 50 by 9, 1 l. over route, also 50 by 9, 1 l., and 60 by 9, 1 l. Monon to Chicago. Authorized: 1 l. 40 ft. Louisville, Ky., to Monon, Ind., 235.63 m., and 1 l. 60 ft. and 1 l. 40 ft. Monon, Ind., to Chicago, Ill., 88.40 m.; apt. 21.8 by 9 and 25 by 9, 1 l. over route, and additional 1 l. Lafayette to Monon, and 1½ l. Monon to Chicago.	21.38	245.39	25 75	79,513.72	12,520.75		
133009	Greensburg, Westport. Westport, Bedford....	Southern Indiana Rwy. Co.	13.64 64.25	473	36	apt. 15 by 9, 1 l.....	14.85	13.68 61.56		4,141.82		Sept. 20, 1898.	New from May 2, 1898. Lap over 133022.
133009	Greensburg, Elnora ..	do.....	115.39	485	25.60	apt. 15 by 9.2, 1 l.....	9.90	13.68 62.42		6,567.56			Greensburg to Westport, 13.03 miles, lap over route 133022. Covers route 133050.
133010	Cincinnati, Ohio, East St. Louis, Ill.	Baltimore and Ohio Southwestern R. R. Co.	339.01	35,803	33.30	r. p. o. 60 by 9, 3 l. Authorized: 3 l. 60 ft. over route.	25.35	500.18	150	169,566.02	50,851.50		
133011	Cambridge City, Madison.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	108.73	1,022	26.80	apt. 16 by 9.2, 1 l.....	8.91	86.36		9,389.92			Covers route 133006.
133012	Evansville, Terre Haute.	Evansville and Terre Haute R. R. Co.	109	13,298	32.70	r. p. o. 50 by 9.1½, 1 l. Authorized: 1 l. 50 ft. over route; apt. 25 by 9.2, 1 l.	27	259.07	40	28,238.63	4,360.00		
133013	Terre Haute, South Bend.	Terre Haute and Logansport Rwy. Co.	182.70	1,959	27.70	apt. 16 by 9.2, 2 l.....	14.17	125.69		22,963.56			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	INDIANA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
133014	Logansport, Ind., Effner, Ill.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	61.05	1,618	30.20	apt. 32 by 8.9, 1 l.....	14.40	111.15		6,785.70			
133015	St. Joseph, Mich., South Bend, Ind.	St. Joseph, South Bend and Southern R. R. Co.	41.16	486	21.80	apt. 11 by 6.8, 1 l.....	15	62.42		2,569.20			
133016	Fairland, Martinsville.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	38.25	262	18.70	apt. 12 by 7.6, 1 l.....	6	47.03		1,798.89			
133017	Bradford, Ohio, Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	114.55	3,560	31.20	apt. 19.3 by 9, 2 l.....	26	150.48		17,237.48			
133018	Indianapolis, Ind., Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	211.54	8,507	30.60	r. p. o. 55.5 by 9 and 60 by 9.3, 1 l. Authorized: 1 l. 50 ft. over route; apt. 22.4 by 9.2, 1 l.	23.30	207.77	40	43,951.66	8,461.60		
133019	Louisville, Ky., North Vernon, Ind.	Baltimore and Ohio Southwestern R. R. Co.	57.74	8,734	33	apt. 20 by 9 and 25 by 9, 2 l.	27	210.33		12,144.45			
133020	Newcastle, Connersville.	Lake Erie and Western R. R. Co.	26.02	585	25.65	no apt.....	13	67.55		1,757.65			Route restated. Part covered by route 133042.
133021	Richmond, Fort Wayne.	Grand Rapids and Indiana Rwy. Co.	91.64	4,937	30	apt. 22.3 by 8.10 and 25 by 9, 2 l.	19	169.29		15,513.73			
133022	Benton Harbor, Mich., North Vernon, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	249.27	1,765	26.80	apt. 16 by 9.2 and 22 by 9.2, 1 l. over route, and additional 1 l. Benton Harbor, Mich., to Anderson, Ind.	14.64	117.99		29,411.56			

133023	Vacant.												
133024	Vacant.												
133025	Vacant.												
133026	Vacant.												
133027	Detroit, Mich., Chicago, Ill.	Wabash R. R. Co	271.65	3,571	35.09	apt. 25 by 8.6, 24.6 by 8.7, 35 by 9, 18 by 9, 60 by 9, and 60.4 by 9.6, 1 l. over route and additional 2 l. Detroit, Mich., to Montpelier, Ohio.	22.20	150.48		40,877.89			
133028	Vacant.												
133029	Vacant.												
133030	Terre Haute, Evansville.	Evansville and Indianapolis R. R. Co.	137.30	1,121	28	apt. 20 by 9, 1 l.	8.78	90.63		12,443.49			
133031	Vacant.												
133032	Evansville, Jasper	Louisville, Evansville and St. Louis Consolidated R. R. Co.	53.95	1,427	24	apt. 25 by 9, 17.8 by 9, and 14.5 by 9, 2 l. Evansville to Lincoln City and 1 l. Lincoln City to Huntingburg.	19.06	103.46		5,581.66			
133033	Vacant.												
133034	Rockport, Rockport Junction (n. o.).	do	16.39	412	17.30	no apt.	12.50	57.29		938.98			
133035	New Salisbury, Corydon.	Louisville, New Albany and Corydon R. R. Co.	8.07	480	16	do	18	62.42		503.72			
133036	Swits City, Bedford	Chicago, Indianapolis and Louisville Rwy. Co.	40.55	268	12	apt. 18.10 by 9, 1 l.	6	47.03		1,907.06			
133037	Anderson, Waveland	Chicago and Southeastern Rwy. Co.	75.97	425	14.50	apt. 12 by 9, 1 l.	6	58.14		4,416.89			
133038	Indianapolis, Monon	Chicago, Indianapolis and Louisville Rwy. Co.	95.31	16,973	34.10	r. p. o. 60 by 9 and 50 by 9, 1½ l. Authorized: 1 l. 60 ft. over route; apt. 25 by 9 ½ l.	20	298.40	50.00	28,440.50	4,755.00		Route restated. Part covered by route 133005.
133039	Fort Branch, Mount Vernon.	Evansville and Terre Haute R. R. Co.	38.73	422	22.20	apt. 10 by 9, 1 l.	12	58.14		2,251.76			
133040	Chili, Logansport	Wabash R. R. Co	21.63	92	18	no apt.	10.39	42.75		924.68			
133041	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Rwy. Co.	7.52	237	17.70	do	20	45.32		340.80			
133042	Fort Wayne, Rushville.	Lake Erie and Western R. R. Co.	107.88	1,247	23.60	apt. 17.6 by 9 and 10.6 by 7.6, 1 l.	12.77	95.76		10,330.58			Covers part of route 133020.
133043	Vacant.												
133044	Vacant.												

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No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	INDIANA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
133045	Lawrenceburg Junction (n. o.), Aurora.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	6.50	160	22.50	no apt	17.90	42.75		277.87			
133046	Vacant.												
133047	Attica, Covington	Wabash R. R. Co	15.16	59	15	do	12	42.75		648.69			
133048	Louisville, Ky., East St. Louis, Ill.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	273.17	5,260	28.10	apt. 17.8 by 9.4, 25 by 9, and 30 by 9, 2 l. over route and additional ½ l. Louisville, Ky., to Huntingburg, Ind.	16.52	173.57		47,414.11			Covers route 135088.
133049	Greensburg, Columbus.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	27.29	199	14.80	no apt	9	42.75		1,166.64			
133050	Vacant.												
133051	Orleans, French Lick	Chicago, Indianapolis and Louisville Rwy. Co.	18.43	556	16.50	do	20	65.84		1,213.43			
133052	Lincoln City, Cannelton.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	23.09	441	17.60	apt. 11.6 by 8.2, 1 l.	18	59.85		1,381.93			
133053	Brazil, Saline City	Evansville and Indianapolis R. R. Co.	12.14	80	20	no apt	6	42.75		518.98			
133054	Montpelier, Ohio, Peru. Ind.	Wabash R. R. Co	98.67	7,916	35.56	apt. 35 by 9, 18 by 9, 60.4 by 9.6, and 60 by 9.9, 2 l.	41.55	201.78		19,909.63			
133055	Cambridge City, Ind., Valley Junction (n. o.), Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	63.78	855	13.50	apt. 16.6 by 9, 1 l.	12.37	78.66		5,016.93			
133056	Jeffersonville, Watson	Baltimore and Ohio Southwestern R. R. Co.	7.26	158	23	no apt	18.50	42.75		310.36			

133057	Momence, Ill., Brazil, Ind.	Chicago and Eastern Illinois R. R. Co.	131.02	580	28.70	apt. 13.1 by 7.6, 1 l....	6	67.55		8,850.40			
133058	Goshen, Ind., Findley, Mich.	Lake Shore and Michigan Southern Rwy. Co.	36.58	288	20.40	apt. 15 by 7.2, 1 l.....	12	48.74		1,782.90			
133059	North Vernon, Ind., Louisville, Ky.	Cleveland, Cincinnati, Chicago and St. Louis, Rwy. Co.	55.70	1,186	36.60	apt. 22 by 9.2, 1 l.....	9	12.83 57.29 93.20		1,235.67			North Vernon to Watson, 46.67 miles, lap over route 133019; and Watson to Jeffersonville, Ind., 5.70 miles, lap over route 133066.
133060	Evansville, Newburg.	Evansville Suburban and Newburg Rwy. Co.	10.91	210	12	no apt	21.50	42.75		466.40			
133061	Vacant.												
133062	New Albany, Ind., Louisville, Ky.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.13	722	20	r. p. o. 40 by 9, 1 l.; not authorized; apt. 25 by 9, 1 l.	69.44	73.53		450.73			
133063	Jeffersonville Junction (n. o.), Jeffersonville.	do.....	1.82	216	12	no apt.....	24.50	43.61		79.37			
133064	Vacant.												
133065	Kokomo, Indianapolis.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	54.49	1,681	30	do	14	45.32		2,469.48			Lap over route 133004.
133066	Vacant.												
133067	Brazil, Centerpoint...	Terre Haute and Indianapolis R. R. Co.	11.17	182	17	do	12	42.75		477.51			
133068	Vacant.												
133069	Bedford, Oolitic.....	Southern Indiana Rwy. Co.	5.51	71	12	do	12	42.75		235.55			
	ILLINOIS.												
135001	Chicago, Ill., Milwaukee, Wis.	Chicago and Northwestern Rwy. Co.	85.00	34,814	25.32	r. p. o. run, 1 l. 60, 1 l. 50, and 3 l. 49 ft.; r. p. o. authorized 3 l. 50 ft., 85 m.; apt. 35.5 by 9.5, 22.5 by 9.4, 3 l. to Waukegan, 1 l. residue.	57.60	489.06	120.00	41,570.10	10,200.00		
135002	Chicago, Freeport	do.....	120.90	9,798	28.9	r. p. o. authorized 1 l. 50 ft., 120.90 m.; apt. 35.4 by 9.5, 13.10 by 9.2, 12.10 by 9.2, 1 l. to West Chicago, 3 l. thence to Fox River Switch, 1 l. residue.	32.52	221.45	40.00	26,773.30	4,836.00		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
135003	Chicago, Cedar Rapids, Iowa. Cedar Rapids, Union Pacific Transfer (n. o.), Iowa.	Chicago and Northwestern Rwy. Co.	219.40 270.50	49,448	34.9	(r. p. o. run, 5½ l. 60 ft. to Cedar Rapids, 4 l. 60 ft. thence to Missouri Valley, 5 l. 60 and 1 l. 50 ft. residue; r. p. o. authorized, 2½ l. 60 ft., ½ l. 50 ft., and ½ l. 40 ft. to Cedar Rapids, 219.40 m.; 2 l. 60 ft. and 1½ l. 40 ft. thence to Missouri Valley, 247.70 m.; 3 l. 60 ft. and 2½ l. 40 ft. thence to Union Pacific Transfer (n. o.), 22.80 m.; apt. 24 by 9.2, 1 l. to Sterling and 1 l. additional between Carroll and Maple River.	42.28	645.53 516.42	157.50 137.50 212.50	281,320.89	73,459.25		219.40 miles. 247.70 miles. 22.80 miles. Land grant 270.50 miles from Cedar Rapids to Union Pacific Transfer (n. o.).
135004	Fox River Switch (n. o.), Williams Bay, Wis.	do.....	51.36	852	25.8	apt. 13.10 by 9.2, 12.10 by 9.2, 2 l. to Lake Geneva.	16.49	78.66		4,039.97			Route restated.
135005	Rock Island, Ill., Cutoff (n. o.). Cutoff (n. o.), Ridge street depot, Alton. Ridge street depot, Alton, West Alton Junction (n. o.), Mo. West Alton Junction, St. Louis, Mo.	Chicago, Burlington and Quincy R. R. Co.	226.41 3.20 3.10 20.40	5,047	25.90	(r. p. o. cars run, 1 l. 51 ft.; r. p. o. authorized, 1 l. 40 ft., 253.11 m.; apt. 22.2 by 8.9½, 11.10 by 7.2½, 2 l. to Barstow, 1 l. residue.	17.72	171.00 113.71 108.58 53.86	25.00	40,515.31	6,327.75		Lap over route 135061. Lap over route 145091. Lap over route 145018. Route restated.

135006	Sidell, Olney	Indiana, Decatur and Western Rwy. Co.	85.48	438	15.24	apt. 10.10 by 6.10, 2 l. to Kansas, 1 l. residue.	9.13	59.00		5,043.82		
135007	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy R. R. Co.	205.77	138,074	38.70	r. p. o. run, 6 l. 60 ft., 1 l. 54 ft., 1 l. 40 ft., and 1 l. 39 ft. to Galesburg, 5 l. 60 ft., 1 l. 54 ft., and 1 l. 39 ft. residue; r. p. o. authorized, 6 l. 60 ft. Chicago to Galesburg, 162.44 m.; 5 l. 60 ft. residue, 43.33 m.; apt. 17.6 by 9, 35.3 by 8.9, 25.0½ by 9, 27 by 8.11, 3 l. Chicago to Aurora, 1 l. between Galesburg and Gladstone, and 2 l. thence to Burlington.	60.92	1,592.87	{300.00 250.00}	327,764.85	59,564.50	
135008	Rushville, Yates City	do	63.27	6,110	25.6	apt. 18.7 by 9, 19.4½ by 8, 22.2 by 8.9½, 2 l. to Vermont, 3 l. residue.	18.25	182.12		11,522.73		
135009	Peoria, Rio	do	65.22	7,905	27.2	apt. 27.3 by 8.9½, 18.7 by 9, 19.4½ by 8.11½, 22.2 by 8.9½, 2 l. to Elmwood, 3 l. thence to Yates City, 4 l. thence to Galesburg, and 3½ l. residue.	25.20	201.78		13,160.09		
135010	Galesburg, Quincy	do	100.56	19,831	28.6	r. p. o. run, 60.1 by 9.3½, 2 l.; r. p. o. authorized, 1 l. 60 ft. and 1 l. 50 ft., 100.15 m.; apt. 11.3½ by 8.10, 1 l.	33	329.18	90	33,102.34	9,013.50	
135011	Burlington, Iowa, Quincy, Ill.	do	72.15	620	25.7	apt. 13.1 by 7.2, 1 l.	7.52	69.26		4,997.10		
135012	Streator, Aurora	do	60.59	2,260	27.65	apt. 35.3½ by 8.9½, 17.6 by 9, 2 l.	12	131.67		7,977.88		
135013	Mendota, Fulton	do	66.15	1,096	31.2	apt. 11.8½ by 7.2½, 11.10 by 7.2½; 1 l. to Denrock; 2 l. residue.	11.12	88.92		5,882.05		
135014	Sterling, Shabbona	do	47.77	402	30	apt. 11.8½ by 7, 1 l.	6	56.43		2,695.66		
135015	Chicago, Davenport	Chicago, Rock Island and Pacific Rwy. Co.	182.66	32,377	29.2	r. p. o. authorized 2 l. 60 ft. 182.66 m.; apt. 22 by 9.5, 1 l.	43.87	463.41	100	84,646.47	18,266.00	

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	ILLINOIS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
135016	Bureau, Peoria	Chicago, Rock Island and Pacific Rwy.	47.33	5,286	31.4	apt. 16.5½ by 9.3, 20.3 by 9.2½, 2 l.	19	173.57		8,215.06			
135017	Chicago, East St. Louis.	Chicago and Alton R. R. Co.	280.41	29,901	32.3	r. p. o. run, 60 by 9.3, 3 l.; r. p. o. authorized, 2 l. 60 ft. and 1 l. 40 ft., 280.41 m; apt. 23.7 by 8.1, 1 l. out, 2 l. in between Godfrey and Wann, 2 l. round thence to East St. Louis.	32.3	436.91	125	122,513.93	35,051.25		
135018	Bloomington, Roodhouse.	do.....	110.95	2,523	29.6	apt. 40 by 8.11 (r. p. o. not authorized) 1 l., 24.5 by 8.9 1 l.	21.17	135.09		14,988.23			
135019	Washington, Dwight.	do.....	68.10	1,280	28.3	apt. 20.11 by 9.1, 1 l..	17.29	97.47		6,637.70			
135020	Chicago, Cairo.....	Illinois Central R. R. Co.	364.87	29,591	28.42	r. p. o. run, 4 l. 60 ft., 1 l. 50 ft., 1 l. 45 ft., 1 l. 40 ft. to Kankakee, 2 l. 60 ft., 1 l. 50 ft., 1 l. 45 ft. thence to Centralia, 2 l. 60 ft. thence to Cairo; r. p. o. authorized, 31 l. 60 ft. and 3 l. 40 ft. Chicago (Central Station) to Kankakee, 54.49 m.; 1 l. 60 ft. and 2 l. 40 ft. thence to Centralia, 196.50 m.; 1 l. 60 ft. and 1 l. 40 ft. thence Cairo, 112.62 m	28.42	346.79	225 100 75	126,533.26	40,356.75		All land grant.

135021	Dubuque, Centralia	do	344.48	5,933	27.3	r p. o. run 1 l. 60 ft., 1 l. 50 ft., 1 l. 45 ft. to Freeport; 1 l. 45 ft. thence to Mendota, and 1 l. 42 ft. residue; r. p. o. authorized, 1 l. 50 ft., 2 l. 40 ft. Dubuque to Freeport, 68.87 m.; 1 l. 40 ft. residue, 275.48 m.; apt. 15 by 10 1 l. between Minonk and Minonk Junction.	18.47	144.32	90 / 25	49,715.35	13,085.80		All land grant.
135022	Joliet, Lake Station	Michigan Central R. R. Co.	45.35	123	30.4	apt. 11 by 7, 1 l.	9.14	42.75		1,938.71			
135023	Vacant.												
135024	Peoria, Ill., Evansville, Ind.	Peoria, Decatur and Evansville Rwy. Co.	246.20	1,647	23.7	apt. 18.4 by 9, 15.8 by 9, 1 l. to Mattoon; 2 l. residue.	13	112.86		27,786.13			
135025	Hannibal, Mo., Bluffs, Ill.	Wabash R. R. Co	50.91	2,538	30	apt. 40 by 9.4½, 1 l. (r. p. o. not authorized).	21	135.09		6,877.43			
135026	Effingham, Ill., Switz City, Ind.	St. Louis, Indianapolis and Eastern R. R. Co.	91.47	718	19.5	apt. 13.9 by 7.6, 1 l.	7	72.68		6,648.03			
135027	Effner, Ind., Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.70	1,561	28.6	apt. 32 by 8.9, 28.5 by 8.7, 1 l.	15.60	109.44		24,481.72			
135028	Beechwood, Mound City.	Illinois Central R. R. Co.	3.29	208	6.2	no apt	28	42.75		140.64			
135029	Champaign, Havana	do	101.43	548	25.2	apt. 15 by 10, 10 by 9.7, 2 l. to White Heath, 1 l. residue.	7.67	65.84		6,678.15			
135030	East St. Louis, Eldorado.	do	121.14	4,202	33.5	apt. 24 by 9, 15 by 10, 2 l. to Pinckneyville, 1 l. residue.	17.52	159.03		19,264.89			
135031	Vacant.												
135032	East St. Louis, Ill., Evansville, Ind.	Louisville and Nashville R. R. Co.	161.90	13,399	28.6	r. p. o. run, 50 by 9, 2 l.; r. p. o. authorized, 2 l. 40 ft. 161.90 m.	17.15	259.92	50	42,081.04	8,095.00		
135033	Beardstown, Shawneetown.	Baltimore and Ohio Southwestern R. R. Co.	227.32	828	22.8	apt. 17.6 by 9.4, 1 l.	12	77.81		17,687.76			
135034	Springfield, Gilman	Illinois Central R. R. Co.	112.37	1,541	26.7	apt. 27 by 9.8, 1 l.	16.51	108.59		12,202.25			

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	ILLINOIS—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*lbs.*	*Dollars.*	*Dollars.*		
135035	Chicago, Milwaukee..	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	126,243	37.84	r. p. o. run, 61. 60 ft., 1 l. 59 ft., and 1 l. 4 7 ft.; r. p. o. authorized, 5 l. 60 ft. and 1 l. 50 ft.; apt. 26 by 9.4, 26.1 by 9.4, 24.1 by 9.4, 3 l. out, 2 l. in, Chicago to Western Union, 2 l. residue.	51.58	1,466.33	290	125,209.91	24,763.10		
135036	Aurora, Forreston....	Chicago, Burlington and Quincy R. R. Co.	79.64	3,892	28.5	apt. 21.10 by 8.9½, 24 by 9.7½, 25 by 9. 3 l. to Rochelle, 2 l. thence to Oregon, 1 l. residue.	18.94	154.76		12,325.08			
135037	Vincennes, Ind., St. Francisville, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	10.95	838	28.3	apt. 24.8 by 6.6, 1 l ...	18	77.81		852.01			
135038	Havana, Jacksonville.	Chicago, Peoria and St. Louis R. R. of Illinois.	42.34	561	30.14	apt. 16 by 7.4, 1 l	9.42	66.69		2,823.65			
135039	Murphysboro, Ill., Cape Girardeau, Mo	Illinois Central R.R. Co.	49.15	695	20	apt. 13.2 by 10, 1 l	7	71.82		3,529.95			Route restated.
135040	Peoria, Rock Island...	Rock Island and Peoria Rwy. Co.	91.31	1,321	27.8	apt. 18 by 9.6, 1 l	15.50	99.18		9,056.12			
135041	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy R. R. Co.	19.11	2,155	27.5	apt. 11.11 by 6.11, 1 i. to Fall Creek.	17.96	129.96		2,483.53			
135042	Chicago, Ill., Terre Haute, Ind.	Chicago and Eastern Illinois R. R. Co.	178.59	14,719	33.5	r. p. o. run, 50 by 9,1½–1 l; r. p. o. authorized, 1 l. 50 ft. 178.59 m.; apt. 25 by 9.2 1 l.	33.84	274.46	40	49,015.81	7,143.60		

135043	Streator, Fairbury	Wabash R. R. Co	31.77	387	27.4	no apt	12	55.58		1,765.77		
135044	Danville, Marion	Chicago and Eastern Illinois R. R. Co.	214.29	836	26	apt. 25 by 9.2, 1 l	7.42	77.81		16,673.90		Do.
135045	Pinckneyville, Ill., Paducah, Ky.	Illinois Central R.R. Co.	105.23	3,410	22.3	apt. 24 by 9, 19 by 10, 2 l. to Marion, 1 l. residue.	17.96	147.92		15,565.62		Do.
135046	Jacksonville, Centralia.	Jacksonville and St. Louis Rwy. Co	111.59	422	22.2	25.8 by 9.4, 24.5 by 8.10, 1 l.	6.70	58.14		6,487.84		
135047	Vacant.											
135048	Terre Haute, Ind., Peoria, Ill.	Terre Haute and Indianapolis R. R. Co.	173.63	659	26.5	apt. 18.4 by 7, 1 l	12	70.11		12,173.19		
135049	Peoria, Springfield	Chicago, Peoria and St. Louis R. R. of Illinois.	88.36	1,274	29.6	apt. 16 by 7.4, 2 l	15.25	96.62		8,537.34		
135050	Danville, Cairo	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	259.90	1,196	25.3	apt. 24.8 by 9.2, 1 l. to St. Francisville, 2 l. thence to Cairo.	9.44	93.20		24,222.68		
135051	Ancona, Pekin	Atchison, Topeka and Santa Fe Rwy. Co.	58.51	507	28	apt. 21 by 9.5, 20.11 by 9.3, 1 l.	6	64.13		3,752.24		
135052	Cortland, Sycamore	Chicago and Northwestern Rwy. Co.	5.07	74	18.4	no apt	6	42.75		216.74		
135053	East St. Louis, Cairo	Mobile and Ohio R. R. Co.	152.40	5,113	27.63	apt. 25 by 9, 2 l	16.18	171.86		26,191.46		
135054	Chicago, Kittridge	Chicago, Milwaukee and St. Paul Rwy. Co.	116.60	14,739	34.20	r. p. o. run, 60 by 9.3, 2 l.; r. p. o. authorized, 2 l. 40 ft. 116.60 m.	12	274.46	50	32,002.03	5,830.00	
135055	Decatur, Ill., Indianapolis, Ind.	Indiana, Decatur and Western Rwy. Co.	152.50	2,276	27.10	apt. 21.2 by 9, 1 l	17.96	131.67		20,079.67		
135056	St. Charles, Aurora	Chicago and Northwestern Rwy. Co.	12.39	485	26.3	no apt	32.59	62.42		773.38		Do.
135057	Rochelle, Rockford	Chicago, Burlington and Quincy R. R. Co.	26.43	871	26.4	apt. 24 by 9.7½, 1 l	12	79.52		2,101.71		
135058	West Lebanon, Ind., Leroy, Ill.	Illinois Central R. R. Co.	74.99	364	21.4	apt. 15 by 10, 1 l	6	53.87		4,039.71		
135059	Rock Island, Cable	Rock Island and Peoria Rwy. Co.	27.52	380	13.9	no apt	16.82	55.58		1,529.56		
135060	Barnett, Kampsville	Quincy, Carrollton and St. Louis Rwy. Co.	52.65	301	14.7	apt. 12 by 7, 1 l	6	49.59		2,610.91		
135061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.).	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	4.20	481	23	no apt	35	62.42		262.16		

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	ILLINOIS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
135062	Kankakee, Bloomington.	Illinois Central R. R. Co.	85.33	750	28.4	apt. 13.10 by 10, 15 by 10, 2 l. to Kempton, 1 l. residue.	9.78	74.39		6,347.69			
135063	Shumway, Altamont..	Wabash R. R. Co	10.59	28	14	no apt.....	6	42.75		452.72			
135064	Kempton, Kankakee Junction (n. o.).	Illinois Central R. R. Co.	43.01	406	27.6	apt. 15 by 10, 1 l	6	57.29		2,464.04			
135065	Sidney, Champaign ...	Wabash R. R. Co	12.22	219	28.65	no apt.....	15.69	43.61		532.91			
135066	Chicago, Effingham ...	do	214.37	3,108	36.4	apt. 28 by 9.2½, 24.3 by 8.7½, 11.6 by 6.10, 2 l. to Bement, 1 l. residue.	17.98	143.64		30,792.10			
135067	Havana, Galesburg...	Fulton County Narrow Gauge Rwy. Co.	60.42	398	18.63	apt. 6 by 6, 1 l	6	56.43		3,409.50			
135068	Peoria, Ill., Oskaloosa, Iowa.	Iowa Central Rwy. Co.	189.50	1,662	27.70	r. p. o. run, 60 by 9.5, 1 l. 20.10 m.; r. p. o. authorized 1 l. 40 ft., Hedrick to Oskaloosa, 20.10 m.; apt. 22 by 9.6, 18.8 by 7.7, 15 by 9.3, 2 l. to Keithsburg, 1 l. residue.	12.74	113.72	25	21,549.94	502.50		
135069	Kankakee, Seneca	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	43.44	274	12.3	apt. 14.6 by 9.5, 1 l....	7.29	47.88		2,079.90			
135070	Galva, Gladstone	Chicago, Burlington and Quincy R. R. Co.	74.48	922	24.20	apt. 19.4 by 8.11, 1 l...	12	82.08		6,113.31			
135071	Aurora, West Chicago.	do	13.04	82	7.3	no apt.....	6	42.75		557.46			
135072	Elmwood, Buda.....	do	44.98	829	27.3	apt. 18.7 by 9, 1 l	10.22	77.81		3,499.89			

135073	Oregon, Ill., Minneapolis.	do.....	345.52	3,100	28.04	apt. 25 by 9, 1 l	12.47	143.64		49,630.49			
135074	Varna, Lacon	Chicago and Alton R. R. Co.	10.18	57	19	no apt.....	12	42.75		435.19			
135075	Maysville, Pittsfield ..	Wabash R. R. Co	6.73	559	24.4	do	32	65.84		443.10			
135076	Laharpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western Rwy. Co.	19.70	285	17.5	do	12	48.74		960.17			
135077	Whiteheath, Decatur.	Illinois Central R. R. Co.	31.29	362	20	apt. 10 by 9.7, 1 l.....	13	53.87		1,685.59			
135078	McLeansboro, Shawneetown.	Louisville and Nashville R. R. Co.	41.65	296	15.5	apt. 10.3½ by 9.2½, 1 l..	12	49.59		2,065.42			
135079	Fall Creek, Ill., Louisiana, Mo.	Chicago, Burlington and Quincy R. R. Co.	31.52	317	14	apt. 11.11 by 6.11, 1 l ..	6	50.45		1,590.18			
135080	Wellington, Cissna park.	Chicago and Eastern Illinois R. R. Co.	12.85	242	17.3	no apt.....	12	45.32		582.36			
135081	Clayton, Ill., Keokuk, Iowa.	Wabash R. R. Co	42.30	534	28.7	apt. 17.5 by 8.7½, 1 l...	6.73	64.98		2,748.65			
135082	Streator, Ill., South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	152.52	1,194	30.6	apt. 30 by 9.2, 1 l.....	7	93.20		14,214.86			
135083	Springfield, Granite ..	St. Louis, Chicago and St. Paul Rwy. of Illinois.	103.08	710	25.9	apt. 16.3 by 7.3, 1 l	12.11	72.68		7,491.85			
135084	Sterling, Barstow.....	Chicago, Burlington and Quincy R. R. Co.	40.97	1,247	25.9	apt. 11.10 by 7.2½, 1 l. to Denrock, 2 l. residue.	16.71	95.76		3,923.28			
135085	Vacant.												
135086	Buckingham, Clark City.	Illinois Central R. R. Co.	9.16	38	12.3	no apt.....	6	42.75		391.59			
135087	Caledonia, Spring Valley.	Chicago and Northwestern Rwy. Co.	85.52	224	26.3	apt. 12.2 by 7.4, 1 l	8.23	44.46		3,802.21			
135088	Vacant.												
135089	Chicago, Ill., Rugby Junction (n. o.).	Wisconsin Central Co.	117.65	8,870	31.75	r. p. o. 49.7½ by 9.2, 1 l., not authorized; apt. 30.4 by 9.2½, 1 l.	25.69	212.04		24,946.50			
135090	Savanna, Fulton	Chicago, Burlington and Quincy R. R. Co.	18.25	1,846	32.4	apt. 11.10 by 7.2½, 1 l..	13	121.41		2,215.73			
135091	Galewood (n. o.), Dunning (Station of Chicago.)	Chicago, Milwaukee and St. Paul Rwy. Co.	2.87	76	21.7	no apt.....	13	42.75		122.69			
135092	Galena, Galena Junction (n. o.).	Chicago, Burlington and Quincy R. R. Co.	3.66	314	22.7	do	18	50.45		184.64			
135093	Salem, Chester.....	Centralia and Chester R. R. Co.	95.19	456	25.28	apt. 13 by 7.6, 1 l.....	8.79	60.71		5,778.98			Route restated.
135094	Vacant.												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	ILLINOIS—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
	Chicago, Ill., Aiken, Iowa.		156.40					136.80					
	Aiken, point 07 m. southeast of Portage Curve.		1.85					35.06					Lap over route 135073.
	Point .07 m. southeast of Portage Curve, West End, Dunleith and Dubuque Bridge Co.'s track.		13.82					22.56					
135095		Chicago Great Western Rwy. Co.		2,633	28.3	apt. 25 by 9.5, 1 l.	21.58			21,799.52			Lap over route 135021, land grant.
	West End, Dunleith and Dubuque Bridge Co.'s track, Dubuque.		0.20					136.80					
135096	Rockford, Rockton...	Chicago, Milwaukee and St. Paul Rwy. Co.	16.40	1,231	30.20	apt. 20.1 by 9.3½. 1 l...	18	94.91		1,556.52			
135097	Vacant.												
135098	Chicago, Ill., Kansas City, Mo.	Atchison, Topeka, and Santa Fe Rwy. Co.	454.35	18,230	34.4	r. p. o. run, 60 by 9.3 1 l., r. p. o. authorized 1 l. 50 ft. 454.35 m, apt. 30 by 9.4. 26.2 by 9.4, 2 l. to Streator 3 l thence to Ancona, 2 l. thence to Fort Madison.	21.53	312.08	40	141,793.54	18,174.00		
135099	Rondout, Libertyville.	Chicago, Milwaukee and St. Paul Rwy. Co.	3.25	151	17.3	no apt.....	12	42.75		138.93			
135100	Millstadt Junction (n. o.), Millstadt.	Mobile and Ohio R. R. Co.	7.27	145	14.54	do	12	42.75		310.79			
135101	Buffalo, Mechanicsburg.	Mechanicsburg and Buffalo Rwy Co.	3.62	133	10.2	do	12	42.75		154.75			

135102	Streator Walnut.....	Chicago, Burlington and Quincy R. R. Co.	60.13	94	21.2	do.....	7.77	42.75		2,570.55		
135103	Freeport, Ill., Madison, Wis.	Illinois Central R. R. Co	61.71	1,061	19.79	apt. 17.11 by 10, 14.7½ by 10, 2 l. to Red Oak, 1 l. residue.	12.06	88.07		5,434.79		
135104	Red Oak, Ill. Dodgeville Wis	do.....	57.68	550	17.28	apt. 14.7½ by 10, 1 l....	11.11	65.84		3,797.65		
135105	Chicago, Freeport.....	do.....	113.19	10,374	31.4	r. p. o. run, 1 l. 60 ft.; r. p. o. authorized, 1 l. 40 ft. 113.19 m.; apt. 17 by 10, 1 l.	22.22	228.29	25	25,840.14	2,829.75	
135106	Vacant.											
135107	South Addison (n o), Addison	Illinois Central R. R.	1.95	75	21	no apt.....	12	42.75		83.36		
135108	Joliet Aurora.....	Elgin, Joliet and Eastern Rwy. Co.	23.09	170	16.3	do.....	12	42.75		987.09		
135109	Lockhaven (n. o.). Grafton.	St. Louis, Chicago and St Paul Rwy. of Illinois.	8 59	163	17.2	do.....	18	42.75		367.22		
135110	Wataga, Etherley...											
135111	South Englewood (Station C, Chicago post-office), Blue Island.	Chicago, Rock Island and Pacific Rwy. Co.	6.77	150	22.1	no apt.....	14.86	42.75		289.41		
135112	Springfield, Peoria....	St. Louis, Peoria and Northern Rwy. Co.	63.73	110	29.4	do.....	6.50	42.75		2,724.45		
135113	Fairbury, Forrest....	Wabash R. R. Co....	5.66	95	27.4	do.....	12	3.42		19.35		
135114	Mount Vernon, Chester.	Wabash, Chester and Western R. R. Co.	64.26	826	20.83	apt. 13.10 by 7, 1 l.....	10.78	77.81		5,000.07		
135115	Vacant.											
135116	Vacant.											
135117	Greenville, Durley (n. o.).	Jacksonville and St. Louis Rwy. Co.	4.43	49	21.4	no apt.....	12	42.75		189.38		
135118	Vacant.											
135119	Rockford, Davis Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	11.80	392	35.70	do.....	19	17.10		201.78		
135120	Vacant.											
135121	Vacant.											
135122	Hamilton, Warsaw...	Toledo, Peoria and Western Rwy. Co.	6.23	79	18.20	do.....	6	42.75		266.33		
135123	Vacant.											
135124	Edwardsville Junction (n. o.), Edwardsville.	Wabash R. R. Co....	2.14	584	10	do.....	31.50	67.55		144.55		
135125	Vacant											

No distance circular.

Lap over route 135027. New: from July 1, 1899.

Lap over route 135057.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
135126	Auburn, Pawnee.....	Pawnee R. R. Co.....	9.35	179	14.6	no apt.....	12	42.75		399.71			
135127	Litchfield, Barnett....	Quincy, Carrollton and St. Louis Rwy. Co.	6.82	366	32.1	apt. 12 by 7, 1 l.....	6	17.96		122.48			Lap over route 135046.
135128	Sixty-seventh street, Chicago, South Chicago.	Illinois Central R. R. Co.	4.84	940	18	no apt	47.50	82.94		401.42			
135129	Blue Island Junction (n. o.), West Pullman.	do.....	1.64	685	21.96	do	43	71.82		117.78			
135130	Roswell Junction (n. o.), Sidell.	Chicago and Eastern Illinois R. R. Co	35.25	137	9	do	6	42.75		1,506.93			
135131	Washington, Peoria ..	Chicago and Alton R. R. Co.	11.75	1,112	28.7	apt. 20.11 by 9.1, 1 l...	15.50	28.22		331.58			Lap over route 135027.
135132	Springfield, Litchfield.	St. Louis, Peoria and Northern Rwy Co.	44.87	331	29.8	apt. 30.2 by 9.2, 1 l ...	6	51.30		2,301.33			
135133	Preemption, Sherrard.	Rock Island and Peoria Rwy. Co.	4.70	100	16.8	no apt.....	12	42.75		200.92			
135134	Decatur, Quincy	Wabash R. R. Co....	151.30	4,970	31.2	apt. 28 by 9.2½, 40.6 by 9.5½; (r. p. o. not authorized) 2 l.	22.64	170.15		25,743.69			
		MICHIGAN.											
137001	Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	5,898	29.97	apt. 23 by 9.4, ½ l.....	25.50	180.41		11,456.03			
137002	Monroe, Adrian	do.....	34.75	1,824	23.64	apt. 13 by 9, 1 l	12	120.56		4,189.46			
137003	Adrian, Jackson.....	do.....	46.80	1,740	28.61	apt. 17 by 9 and 16 by 6.8, 2 l.	12	117.14		5,482.15			
137004	White Pigeon, Grand Rapids.	do.....	95.08	3,478	23.84	apt. 17 by 9 and 19 by 9, 2 l.	13	148.77		14,145.05			

137005	Jonesville, Lansing	do	60	1,144	22.32	apt. 13 by 9 and 17 by 9, 2 l.	12	73.19		4,391.40			Land grant.	
137006	Detroit, Mich., Chicago, Ill.	Michigan Central R. R. Co.	284.33	31,172	31.13	r. p. o., 60 by 9, 55 by 9, and 50 by 9, 3 l. Detroit to Michigan City, and 2 l. Michigan City to Chicago. Authorized: 1 l. 50 ft., 1 l. 55 ft., at $45, and 1 l. 60 ft. Detroit, Mich., to Michigan City, Ind., 228.16 m.; and 1 l. 55 ft., at $45, and 1 l. 60 ft. Michigan City, Ind., to Chicago, Ill., 56.17 m.; apt. 60 by 9, 55 by 9, 44 by 9, 30 by 9, 25 by 9, 25 by 8.10, and 24 by 9, 1 l. over route; and additional 2 l. Detroit to Jackson; 1½ l. Niles to New Buffalo, and 3½ l. New Buffalo, Mich., to Chicago, Ill.	44.78	450.50	135 95	128,116.25	36,137.75		228.16 miles. 56.70 miles.	
137007	Kalamazoo, South Haven.	do	39.85	950	26.79	apt. 11 by 7, 2 l.	12	82.94		3,305.15				
137008	Jackson, Niles	do	104.44	1,870	26.40	apt. 25 by 9 and 15.3 by 9.1, 1 l. over route; and additional 1 l. Jackson to Three Rivers.	12.99	122.27		12,769.87				
137009	Jackson, Bay City	do	115.34	3,729	26.17	apt. 19 by 9, 18 by 9, 20 by 9, and 25 by 9, 2 l. over route; and additional 2½ l. Saginaw to Bay City.	20.27	152.19 121.75		15,166.48			Land grant; Lansing to Bay City, 78.42 miles.	
137010	Jackson, Grand Rapids.	do	94.49	4,898	27.54	apt. 44 by 9 and 18 by 9, 2 l.	19	169.29		15,996.21				
137011	Slocum Junction (n. o.), Grosse Isle.	do	2.42	45	24	no apt.	12	42.75		103.45				
137012	Niles, Mich., South Bend, Ind.	do	12.36	523	18.40	do	15	64.98		803.15				

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MICHIGAN—cont'd.		*Miles.*	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
137013	Detroit, Mackinaw	Michigan Central R. R. Co.	291.51	5,377	28.39	apt. 28.6 by 9.1, 25 by 9.1, 25.2 by 9, and 20 by 9, 2½ l. Detroit to Vassar, and 2 l. Bay City to Mackinaw.	14.91	174.42 139.53		44,475.30			Land grant, Bay City to Mackinaw 182.57 m.
137014	Saginaw West Side, Caro.	do.....	34.42	4,610	26.20	apt. 25.2 by 9.1, 28.6 by 9.1, 25 by 9 and 20 by 9, 2½ l. Saginaw to Vassar.	19.77	165.02		5,679.98			
137015	Toledo, Ohio, Ludington, Mich.	Flint and Pere Marquette R. R. Co.	273.17	5,216	28.83	r. p. o. 50 by 9, 11. Authorized, 1 l. 45 ft., Plymouth Junction to Saginaw, 82.03 m.; apt. 22 by 9, 1 l. Toledo, Ohio, to Manistee Junction, Mich., and Plymouth Junction (n. o.) to Ludington, Mich.	16.68	172.71 138.16	.80	41,268.72	2,460.90		82.03 miles. Land grant, Flint to Ludington, Mich., 171.07 m. Route restated.
137016	Stanton Junction (n. o.), Big Rapids.	Detroit, Grand Rapids and Western R. R. Co.	63.45	921	23.33	apt. 20 by 9, 1 l. over route, and additional 2 l. Sheridan to Edmore.	8.71	82.08		5,207.97			
137017	Detroit, Howard City	do.....	163.81	6,000	31.16	apt. 20 by 9, 1 l. over route, and additional 2 l. Detroit to Grand Ledge; 1 l. Grand Ledge to Greenville, and 1 l. Ionia to Stanton Junction.	16.09	181.26 64.12 181.26		28,698.83			Delray to Oak, 8.48 m., lap over route 137102.

137018	Fort Wayne, Ind., Mackinaw, Mich.	Grand Rapids and Indiana Rwy. Co.	368.35	4,928	26.77	apt. 21 by 8.11, 22 by 8.11, and 25 by 8.11, 1 l. over route, and additional 2 l. Fort Wayne, Ind., to Grand Rapids, Mich., and 1 l. Grand Rapids to Cadillac.	20.56	135.43 169.29		51,089.01			Land grant, Fort Wayne, Ind., to Petoskey, Mich., 332.81 m.
137019	Toledo, Ohio, Allegan, Mich.	Cincinnati Northern R. R. Co.	156.02	492	25.85	apt. 11 by 8.2, 1 l.	6	7.70 63.27		8,626.61			Toledo, Ohio, to Dundee, Mich., 22.40 m., lap over route 137020.
137020	Toledo, Ohio, Frankfort, Mich.	Ann Arbor R. R. Co.	291.48	1,967	26.41	apt. 26 by 9 and 24.6 by 9, 1 l. over route, and additional 1 l. Toledo, Ohio, to Mount Pleasant, Mich.	16.28	126.54		36,883.87			
137021	Grand Rapids, Mich., Lacrosse, Ind.	Chicago and West Michigan Rwy. Co.	152.94	6,507	25.55	apt. 30 by 9 and 24 by 9, 2 l. Grand Rapids to New Buffalo.	20.98	186.39		28,506.48			
137022	Big Rapids, Holland	do	91.47	905	20.35	apt. 14.10 by 8.10 and 11.4 by 8.10, 1 l.	15.29	81.23		7,430.10			
137023	Allegan, Holland	do	24.56	221	25.09	apt. 11.4 by 8.10, 1 l.	12	43.61		1,071.06			
137024	Ypsilanti, Hillsdale	Lake Shore and Michigan Southern Rwy. Co.	62.68	506	24.93	apt. 11 by 7, 1 l.	6	64.13		4,019.66			
137025	Saginaw, Port Huron	Flint and Pere Marquette R. R. Co.	90.57	2,094	31.96	apt. 22 by 8, 2 l.	18	129.11		11,693.49			
137026	Grand Rapids, Petoskey.	Chicago and West Michigan Rwy. Co.	225.42	2,581	27.72	apt. 24.11 by 9 and 20 by 9, 1 l. over route, and additional 3 l. Grand Rapids to Sparta, and 1 l. Sparta to Baldwin.	13.07	135.95		30,645.84			
137027	Detroit, Grand Haven.	Detroit, Grand Haven and Milwaukee Rwy. Co.	189.11	4,423	27.60	apt. 30 by 9, 28 by 9, and 23 by 9, 1 l. over route, and additional 2 l. Detroit to Grand Rapids.	23.99	162.45		30,720.91			
137028	Detroit, Port Huron	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	59.20	7,130	31.10	apt. 28 by 7.2 and 30.3 by 7, 2 l.	31.50	193.23		11,439.21			
137029	Jackson, Mich., Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy. Co.	99.40	1,634	23.90	apt. 16.6 by 8.8 and 17 by 9, 2 l.	18.47	112.01		11,133.79			
137030	Vacant.												
137031	Onaway, Bay City												No distance circular.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

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	MICHIGAN—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
137032	Stager (n. o.), Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	224	24.45	no apt	13	44.46		423.70			
137033	Lenox, Jackson	Michigan Air Line Rwy. Co.	105.80	555	18.55	apt. 18 by 8.10 and 20 by 8.4, 1 l.	8	65.84		6,965.87			
137034	Walton, Traverse City.	Grand Rapids and Indiana Rwy. Co.	26.34	490	26.51	no apt	12	63.27		1,666.53			
137035	Toledo, Ohio, Detroit, Mich.	Michigan Central R. R. Co.	58.99	18,130	31.30	r. p. o. 50 by 9 and 55 by 9, 2 l. Authorized: 1 l. 50 ft. and 1 l. 55 ft. over route.	30.50	311.22	85	18,358.86	5,014.15		
137036	Vacant.												
137037	St. Clair, Lenox	do	15.97	270	25.23	no apt	12	47.03		751.06			
137038	Vacant.												
137039	Port Huron, Mich, Chicago, Ill.	Chicago and Grand Trunk Rwy. Co.	335.29	18,396	32.01	r. p. o. 55 by 9, 1 l. Authorized: 1 l. 40 ft. over route 333.08 m.; apt. 55 by 9, 39 by 8.7, 19 by 9, and 20 by 9, 2 l. over route, and additional 1 l. Port Huron to Battle-creek.	26.59	313.79	25	105,210.64	8,327.00		
137040	Vacant.												
137041	Saginaw, Howard	Detroit, Grand Rapids and Western R. R. Co.	82.19	1,241	27.47	apt. 20 by 9.2 l., Saginaw to Edmore.	12	95.76		7,870.51			
137042	Port Huron, Grindstone City.	Flint and Pere Marquette R. R. Co.	93.42	1,698	23.17	apt. 38 by 7 and 22.6 by 9, 1 l. over route, and additional 1 l. Port Huron to Port Austin.	11.60	114.57		10,703.12			
137043	Beaverton, Mount Pleasant.	do	25.81	239	19.81	no apt	12.96	45.32		1,169.70			Covers route 137104.

137044	Clare, Harrison	do	17.37	71	20.18	do	6	42.75		742.56			
137045	Manistee Junction, Manistee.	do	27.15	1,376	27.71	apt. 22 by 9, 1 l	18	100.89		2,739.16			
137046	Mears, Hart	Chicago and West Michigan Rwy. Co.	3.64	314	15.67	no apt	24	50.45		183.63			
137047	Flint River Junction (n. o.), Fostoria.	Flint and Pere Marquette R. R. Co.	19.90	100	12.01	do	6	42.75		850.72			Route restated.
137048	Saginaw, Bay City	do	12.57	4,283	25.32	apt. 22 by 9, 1 l	62	160.74		2,020.50			
137049	Saginaw, Saginaw West Side.	do	3.18	437	19.92	no apt	30	59.00		187.62			
137050	Missaukee Junction (n. o.), Lake City.	Grand Rapids and Indiana Rwy. Co.	14.89	238	19.95	do	15.05	45.32		674.81			
137051	St. Ignace, Houghton	Duluth, South Shore and Atlantic Rwy. Co.	245.99	3,087	25.54	apt. 20 by 9, 1 l. to Marquette, 2 l. thence to Houghton.	15.20	143.64		35,334.00			Do.
137052	Pentwater, Muskegon	Chicago and West Michigan Rwy. Co.	46.03	992	20.86	apt. 12 by 6.5, 1 l	12	84.65		3,896.43			
137053	Humboldt, Republic	Duluth, South Shore and Atlantic Rwy. Co.	8.57	16	22.95	no apt	16	42.75		366.36			
137054	Saginaw, Badaxe	Saginaw, Tuscola and Huron R. R. Co.	67.46	991	26.64	apt. 20.11 by 6.6, 18.6 by 6.6, 2 l.	12	84.65		5,710.48			
137055	Grand Rapids, Muskegon.	Grand Rapids and Indiana Rwy. Co.	40.24	1,822	30.16	apt. 9 by 8.10, 2 l	19	120.56		4,851.33			
137056	Petoskey, Harbor Springs.	do	8.19	344	19.01	no apt	18	53.01		434.15			
137057	Prescott, Emery Junction (n. o.).	Detroit and Mackinac Rwy. Co.	12.05	96	14.75	do	12	42.75		515.13			Do.
137058	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Rwy. Co.	36.20	153	9.63	do	6	42.75		1,547.55			
137059	Orona, Luther	Grand Rapids and Indiana Rwy. Co.	11.88	124	15.56	do	12	42.75		507.87			
137060	Port Huron, Almont	Flint and Pere Marquette R. R. Co.	34.60	689	14.94	apt. 22 by 7 6, 1 l	12	71.82		2,484.97			
137061	Palms, Sandbeach	do	18.95	426	20.16	apt. 14.10 by 7, 2 l	12	58.14		1,101.75			
137062	Milwaukee Junction (n. o.), West Detroit (n. o.).	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	4.64	290	13.80	no apt	12	48.74		226.15			
137063	Lawton, South Haven.	South Haven and Eastern R. R. Co.	35.10	479	14.99	apt. 6 by 9, 2 l	12	62.42		2,190.94			
137064	Pontiac, Caseville	Pontiac, Oxford and Northern R. R. Co.	100.68	976	22.52	apt. 23 by 9, 1 l	12	83.79		8,435.97			
137065	Copemish, Arcadia	Arcadia and Betsey River Rwy. Co.	21.14	129	11.32	no apt	12	42.75		903.73			
137066	Williamsburg, Elk Rapids.	Chicago and West Michigan Rwy. Co.	9.29	258	16.24	do	18	46.17		428.91			
137067	Houghton, Calumet	Mineral Range R. R. Co.	14.17	3,111	16.44	apt. 20.8 by 8.9½, 2 l	25	143.64		2,035.37			
137068	Hancock, Lake Linden	Hancock and Calumet R. R. Co.	11.66	554	16.86	no apt	19	65.84		767.69			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MICHIGAN—continued.		*Miles.*	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
137069	Remus, Weidman	Detroit, Grand Rapids and Western R. R. Co.	13.48	55	14.01	no apt.....	6	42.75		576.27			
137070	Lowell, Freeport.....	Lowell and Hastings R. R. Co.	12.85	142	15.72	do	15	42.75		549.33			
137071	Bessemer, Mellen.....	Wisconsin Central Co.	33.68	405	25.17	do	26.50	57.29		1,929.52			
137072	Sault Ste. Marie, Soo Junction.	Duluth, South Shore and Atlantic Rwy. Co.	47.44	930	23.28	do	18	82.08		3,893.87			
137073	Pinconning, Gladwin .	Michigan Central R. R. Co.	28.02	239	14.81	do	12	45.32		1,269.86			
137074	Rodney, Chippewa Lake.	Detroit, Grand Rapids and Western R. R. Co.	5.80	31	12.43	do	6	42.75		247.95			
137075	Grosvenor Junction (n. o.), Fayette.	Lake Shore and Michigan Southern Rwy. Co.	25.21	495	14.71	apt. 11.11 by 6.6, 1 1...	12	63.27		1,595.03			
137076	Owasso, Ashley..... / Ashley, Muskegon ...	Toledo, Saginaw and Muskegon Rwy. Co.	21.66 / 96.43	1,077	27.99	apt. 20 by 6.10, 20 by 9.10, 11, ; 2 1. additional between Sheridan and Sparta.	9.84	16.25 / 88.07		8,844.56			21.66 m. Lap over route 137020.
137077	Kalamazoo, Woodbury	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.36	760	25.10	apt. 9.4 by 6, 2 1.....	12	75.24		3,337.64			
137078	Ludington, Walkerville.	Mason and Oceana R. R. Co.	29.15	69	9.45	no apt.....	6	42.75		1,246.16			
137079	Grand Ledge, Grand Rapids.	Detroit, Grand Rapids and Western R. R. Co.	53.23	6,539	34.01	apt. 24.6 by 9, 2 1.....	18	187.25		9,967.31			
137080	Mecosta, Barryton....	do.....	11.99	55	8.85	no apt.....	6	42.75		512.57			
137081	Vacant.												

137082	Findley, Battlecreek	Michigan Central R. R. Co.	35.31	347	19.33	apt. 15 by 7 2, 1 1	12	53.01		1,871.78			
137083	Durand, West Bay City.	Cincinnati, Saginaw and Mackinaw R. R. Co.	53.25	903	27.64	apt. 18 by 7, 2 1	24	81.23		4,325.49			
137084	Manistee, Traverse City.	Manistee and Northeastern R. R. Co.	70.91	668	34.38	apt. 18 by 8.10, 1 1	12	70.97		5,032.48			
137085	Macatawa Junction (n. o.), Ottawa Beach	Chicago and West Michigan Rwy. Co.	6.04					42.75		258.21		Not weighed.	Summer service.
137086	Munising, Forsyth	Munising Rwy. Co.	38.23	181	15.24	no apt	13.89	42.75		1,634.33			
137087	Vacant.												
137088	Vacant.												
137089	Ausable, McKinley	Au Sable and Northwestern R. R. Co.	40.02	69	13.33	do	6	42.75		1,710.85			
137090	Vacant.												
137091	Choate, Monico	Chicago and Northwestern Rwy. Co.	74.57	201	22.30	do	8.07	42.75		3,187.86			Route restated.
137092	Vacant.												
137093	Benton Harbor, Buchanan.	Milwaukee, Benton Harbor and Columbus Rwy. Co.	27.34	167	23.14	do	12	42.75		1,168.78			
137094	St. Ignace, Mackinaw City.	Mackinac Transportation Co.	8.23	3,400	8.23	apt. 20 by 9, 1 1	12.50	147.92		1,217.38			
137095	Vacant.												
137096	Vacant.												
137097	Bay City, Midland	Michigan Central R. R. Co.	20.14	98	17.69	no apt	8.23	42.75		860.98			
137098	Chesterfield, Marine City.	Detroit and River St. Clair Rwy. Co.	27.76	495	15.01	do	12	63.27		1,756.37			
137099	Vacant.												
137100	Vacant.												
137101	Channing, Ontonagon.	Chicago, Milwaukee and St. Paul Rwy. Co.	92.75	275	16.56	do	8.93	47.88		4,440.87			Do.
137102	Plymouth Junction (n. o), Redford Junction (n. o.). Redford Junction (n. o.), Detroit.	Flint and Pere Marquette R. R. Co.	11.91 13.04	10,703	34.06	r. p. o. run, 50 by 9, 1 l.; r. p. o. authorized, 1 l. 45 ft., 24.95 m.	22.50	114.57 231.71	30	4,386.02	748.50		11.91 m. Lap over route 137017.
137103	Emery Junction (n. o.), Rose City.	Detroit and Mackinac Rwy. Co.	82.78	95	12.37	no apt	6	42.75		1,401.34			
137104	Vacant.												
137105	Bessemer, Bessemer Junction (n. o.).	Duluth, South Shore and Atlantic Rwy. Co.	2.42	24	22.80	do	6	42.75		103.45			
137106	Vacant.												
137107	Vacant.												
137108	Grand Marais, Germfask.	Manistique Rwy. Co.	41.34	128	18.02	do	6	42.75		1,767.28			
137109	Grayling, Lewiston	Michigan Central R. R. Co.	28.05	147	18.99	do	6	42.75		1,199.13			

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No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless, otherwise noted.	Remarks.
	MICHIGAN—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
137110	Peshtigo, Wis., Pembina, Mich.	Wisconsin and Michigan Rwy.Co.	48.65	170	18.52	no apt	7	42.75		2,079.78			Route restated.
137111	Vacant.												
137112	Vacant.												
137113	Boyne, Boyne Falls	Boyne City and Southeastern R. R. Co.	7.31	191	14.62	do	12	42.75		312.50			
137114	Buffalo, Detroit	Canada Southern Rwy. Co.	243.52										Contract.
137115	Monroe, Mich., Toledo, Ohio.	Flint and Pere Marquette R. R. Co.	21.19										Discontinued June 30, 1899. Covered by route 137015.
137116	Bay Mills, Bay Mills Junction (n. o.).	Duluth, South Shore and Atlantic Rwy. Co.	2.25										Agreement.
137117	Menominee, Mich., Bagley Junction (n. o.), Wis.	Wisconsin and Michigan Rwy.Co.	8.70	247	18.24	no apt	7	13.68		119.01			New from July 1, 1899. Lap over route 139057.
	WISCONSIN.												
139001	Brookfield, Wis., North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.00	7,687	24.97	r. p. o. run, 59.4½ by 9.5½, 60.1 by 9.3, 1 l.; r. p. o. authorized 1 l. 50 ft. 181.90 m. apt. 26.2 by 9.4, 2 l. to Brookfield; 1 l. residue. r. p. o. run, 5 l. 60 ft., 1 l. 40 ft., Milwaukee to La Crosse. 11. 60 ft. and 1 l. 59 ft. additional between Milwaukee and	15.84	199.22	40	36,258.04	7,276.00		

139002	Milwaukee, La Crosse	do.....	197.60	105,762	31.01	Brookfield. r. p. o. authorized. 5 l. 60 and 1 l. 50 ft. Milwaukee to Brookfield 14.30 m., 5 l. 60 ft. thence to La Crosse 183.30 m. apt. 26 by 9.4, 22 by 9.3, 26.1 by 9.4, 25 by 9.4, 6 round and additional 6 r. in Portage to Milwaukee, 6 round between Milwaukee and Watertown, and 12 round between Milwaukee and Brookfield.	33.14	1,247.45	290 250	 246,496.12	 49,972.00		14.30 m. 183.30 m.
139003	Milwaukee, Oshkosh	do.....	103.44	2,286	26.86	apt. 24½ by 9.5, 1 l.	12.48	130.82		13,532.02			Route restated.
139004	Milton Junction, Mineral Point.	do.....	90.33	2,492	30.07	apt. 25 by 9.4, 21.1 by 9.5, 1 l. to Janesville, 2 l. residue.	12.56	135.09		12,202.67			Do.
139005	Watertown, Madison	do.....	38.15	1,141	29.88	apt. 13.4½ by 7.8, 1 l. 22 by 9.3 1 l.	12	91.49		3,490.34			
139006	Horricon, Portage	do.....	49.31	1,371	26.70	apt. 20.9 by 9.1, 2 l.	12	100.89		4,974.88			
139007	Rush Lake, Winneconne.	do.....	14.76	150	17.15	no apt.	6	42.75		630.99			
139008	Vacant.												
139009	Chicago, Ill., Winona, Minn.	Chicago and Northwestern Rwy. Co.	288.10	15,138	26.55	r. p. o. run, 1 l. 50 ft., 2 l. 49 ft. Chicago to Harvard, 1 l. 50, ½ l. 49 ft. thence to Janesville, 1 l. 50, 1 l. 49 ft. thence to Evansville, 1 l. 50 and 2 l. 49 ft. thence to Elroy; r. p. o. authorized 2 l. 50 ft. 1 l. 40 ft. Chicago to Harvard, 62.70 m., 1 l. 50 ft. 1 l. 40 ft. thence to Evansville 44.50 m., 2 l. 50 ft. and 1 l. 40 ft. thence to Elroy 96.70 m.; apt. 24.8½ by 9.5, 22.4½ by 9.4 1 l. to Janesville, and 2 l. between Elroy and Winona.	23.92	278.73	105 105 65	 80,302.11	 19,629.50		67.70 m. 96.70 m. Route restated. 44.50 m.

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	WISCONSIN—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Doll.*	*Dollars.*	*Dollars.*		
139010	Evansville, Caledonia.	Chicago and Northwestern Rwy. Co.	38.18	7,683	30.26	r. p. o. run, 49.4 by 9.2, 1 l. to Afton 1½ l. thence to Caledonia; r. p. o. authorized, 1 l. 50 ft. 37.90 m.	10.57	199.22	40	7,606.21	1,516.00		Route restated.
139011	Kenosha, Wis., Rockford, Ill.	do.....	73.15	2,956	25.07	r. p. o. run, 49.4 by 9.2, 1½ l.; r. p. o. authorized 1 l. 50 ft. Harvard to Caledonia, 15 m.; apt. 13.6 by 7.3, 24 by 9.4, 1 l.	9.68	141.08	40	10,320.00	600.00		
139012	Milwaukee, Wis., Fort Howard. / Fort Howard, Ish-peming, Mich.	do.....	128.80 / 179.82	14,006	28.72	r. p. o. run, 1 l. 60, 1 l. 50, 2 l. 49 ft. to Appleton Junction, 1 l. 60, 1 l. 50, 1 l. 49 ft. thence to Escanaba, 1 l. 60, 1 l. 50 ft. thence to Ishpeming; r. p. o. authorized, 3 l. 50 ft. Milwaukee to Fort Howard, 128.80 m., 2 l. 50 ft. thence to Escanaba, 114.90 m.; 1 l. 50 ft. thence to Ishpeming 64.80 m.	11.50	266.76 / 213.40	120 / 80 / / 40	 / / 72,732.27 /	 / / 27,240.00 /	 / / /	128.80 m. / 114.90 m. / 64.80 m.
139013	Rice Lake, Cameron ..	Rice Lake, Dallas and Menominie Rwy. Co.	7.67	57	16.80	no apt.....	6	42.75		327.89			179.82 m.s. land grant, from Fort Howard to Ishpeming.
139014	Winona Junction (n. o.), La Crosse.	Chicago and Northwestern Rwy. Co.	4.28	446	24	apt. 24.8½ by 9.5.4 l...	37	59.85		256.15			Route restated.

139015	Stevens Point, Portage	Wisconsin Central R. R. Co.	71.77	789	19.10	apt. 18.2½ by 7.6½, 1 l.	6	76.10		5,461.69			All land grant.	
139016	Milwaukee, Wis., Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.66	2,516	28.46	apt. 21.1 by 9.5, 26.1 by 3½, 23.1 by 9.4, 24 by 9.4, 1 l. to Green-bay, 2 l. thence to Iron Mountain, 1 l. residue.	13.90	135.09		35,482.73				
139017	Milwaukee, Rugby Junction (n. o.).		27.60	5,271	31.82	r. p. o. run 49.7½ by 9.2, 1 l. Rugby Junction (n.o.) and Abbotsford, not authorized; apt. 30.4½ by 9.2½, 21.1½ by 9.5, 1 l. Neenah to Ashland.	21.47	66.69		50,574.84			Lap over 139003.	
	Rugby Junction (n. o.). Stevens Point		131.47					173.57					Nonland grant.	
	Stevens Point Ashland		186.64					138.85					Land grant.	
139018	Milwaukee Ashland	Chicago and North western Rwy. Co.	370.25	3,287	25.67	apt. 35.4½ by 9.5, 37 by 9. 24.6½ by 9.2, 2 l. to Antigo, 1 l. residue.	19.39	146.21		54,134.25				
139019	Sheboygan, Princeton	do	80.15	523	16.71	apt. 14.5 by 7.7, 1 l.	8.22	64.98		5,208.14				
139020	Warren, Ill., Shullsburg, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co	19.12	212	16.54	no apt.	11.66	43.61		833.82			Route restated.	
139021	Calamine Platteville	do	17.57	294	21.59	do	18	48.74		856.36				
139022	Vacant													
139023	Madison, Portage	do	37.49	957	28.28	apt. 16.9 by 7.4, 2 l.	12	82.94		3,109.42				
139024	Racine, Wis., Rock Island, Ill.	do	196.70	3,218	23.03	r. p. o. run, 60.0½ by 9.3, 2 l. Kittridge and Savanna. Authorized: 2 l. 40 ft., Kittridge and Savanna, 21.50 m.; apt. 24.1 by 9.4, 20 by 9.3½, 1 l. Western Union to Rock Island, and Beloit and Rockton.	13.94	145.35	50	28,590.34	1,075.00			
139025	Galena, Ill., Montfort, Wis	Chicago and Northwestern Rwy. Co.	48.15	1,126	22.98	apt. 14.6 by 7.6, 1 l.	6	90.63		4,363.83				
139026	Eau Claire, Chippewa Falls.	Wisconsin Central Co.	11.30	458	21.49	no apt.	23.50	60.71		686.02				
139027	Green Bay, Wis., Winona, Minn.	Green Bay and Western R. R. Co.	213.80	1,160	22.27	apt. 33.9 by 9.4, 1 l.	7.41	92.34		19,742.29				
139028	Hudson, Ashland Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	160.32	2,010	24.58	apt. 21.11 by 9.4, 22 by 9.4, 22.2 by 9.4, 19.7 by 9.4, 24 by 9.2½, 3 l. Spooner to Milla, 1 l. residue.	14.43	102.60		17,015.69			Land grant.	
	Ashland Junction (n. o.). Ashland.		4.42					128.25					Nonland grant.	
139029	Lone Rock, Richland Center.	Chicago, Milwaukee and St. Paul Rwy. Co	16.01	616	17.12	no apt.	12	68.40		1,095.08				

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	WISCONSIN—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Doll.*	*Dollars.*	*Dollars.*		
139030	Elroy, Stowell Stowell, Hudson Hudson, Stillwater Junction (n. o.). Stillwater Junction (n. o.), St. Paul.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	19.47 156.10 3.50 15.70	10,960	26.27	r. p. o. cars, run 50½ by 9, 1 l. Authorized: 11.50 ft., 194.60 m.; apt. 27.6½ by 9.2½, 27 by 9.4, 24.11 by 9.2½, 21 by 9, 22 by 7.4, 15.3 by 7.5½, 2 l. out and 1 l. in over whole route and 1 l over portions of route.	20.83	234.27 187.41 234.27 187.41	40	37,578.20	7,784.00		Nonland grant. Land grant. Nonland grant. Land grant.
139031	New Lisbon, Star Lake.	Chicago, Milwaukee and St. Paul Rwy. Co.	185.87	1,846	24.61	apt. 20.6½ by 8.9, 1 l. New Lisbon to Minocqua.	8.18	100.04		18,594.43			Route restated.
139032	Vacant.												
139033	Hudson Junction (n. o.), Ellsworth.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	25.58	762	24.70	apt. 15.3 by 7.5, 1 l.	11.22	75.24		1,924.63			
139034	Sparta, Viroqua	Chicago, Milwaukee and St. Paul Rwy. Co.	35.81	705	18.84	apt. 13.4 by 7.3, 1 l.	12	72.68		2,602.67			
139035	Fond du Lac, Iron Ridge.	do	28.34	320	21.74	no apt.	12	51.30		1,453.84			
139036	Janesville, Beloit	do	15.25	1,256	29.04	apt. 20.1 by 9.3½, 1 l.	24	95.76		1,460.34			
139037	Merrillan, Marshfield.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	38.43	672	24.42	apt. 15 by 7.5, 24 by 9.2, 1 l.	14.20	70.97		2,727.37			
139038	Milwaukee, Woodman	Chicago and Northwestern Rwy. Co.	174.68	1,838	21.74	apt. 24.6½ by 9.2, 24 by 9.2, 14.6½ by 9.2, 1 l. to Montfort Junction, 2 l. thence to Lancaster Junction, 4 l. thence to Fenimore.	14.24	120.56		21,059.42			

139039	Mazomanie, Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.31	412	15.01	no apt	18	57.29		590.65			
139040	Vacant.												
139041	Elkhorn, Eagle	do	17.57	224	17	do	12	44.46		781.16			
139042	Lancaster Junction (n. o.), Lancaster.	Chicago and Northwestern Rwy. Co.	12.28	1,270	23.89	apt. 24.6½ by 9.2, 24 by 9.2, 14.6½ by 7.6, 2 l.	12	96.62		1,186.49			
139043	Ipswich, Platteville	do	4.58	299	24	apt. 14.6½ by 7.6, 2 l.	12	49.59		227.12			
139044	Brodhead, New Glarus	Chicago, Milwaukee and St. Paul Rwy. Co.	22.78	234	20.55	no apt	12	44.46		1,012.79			
139045	Manitowoc, Menasha	Wisconsin Central R. R. Co.	42.86	391	24.24	apt. 25.3 by 9.5, 1 l.	6	55.58		2,382.15			Route restated.
139046	Oshkosh, Hortonville	Chicago and Northwestern Rwy. Co.	23.58	92	17.77	no apt	9	42.75		1,008.04			
139047	Wabasha, Minn., Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	49.15	530	16.38	apt. 18.4¾ by 9.3, 1 l.	9.59	64.98		3,193.76			
139048	Eau Claire, Spooner	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	81.65	3,662	27.08	apt. 22.2 by 9.4, 19.7 by 9.4, 24 by 9.2½, 2 l.	15.47	151.34		12,356.91			
139049	Eland, Marshfield	Chicago and Northwestern Rwy. Co.	64.08	685	26.63	apt. 15 by 7.5, 24 by 9.2, 1 l.	10.30	71.82		4,602.22			
139050	Scandinavia, Iola	Iola and Northern R. R. Co.	5.21	120	18	no apt	12	42.75		222.72			
139051	Mills, Superior / Superior, Wis., Duluth, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	63.20 / 7.61	3,840	26.16	apt. 21.11 by 9.4, 22 by 9.4, 24 by 9.2, 2 l.	20	123.12 / 153.90		8,952.35			Land grant. / Nonland grant.
139052	Afton, Janesville	Chicago and Northwestern Rwy. Co.	6.43	4,064		apt. 49.4 by 9.2, ½ l.	24.50	157.32		1,011.56			
139053	Red Cedar Junction (n. o.), Menomonie.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.50	127	11.64	no apt	6	42.75		705.37			
139054	Trempealeau, Galesville.	Chicago and Northwestern Rwy. Co.	7.78	354	19.45	do	18.50	53.01		412.41			
139055	Brandon, Markesan	Chicago, Milwaukee and St. Paul Rwy. Co.	11.98	238	21.53	do	6	45.32		542.93			
139056	Tomah, Arpin	do	53.81	101	12.36	do	6	42.75		2,300.37			Route restated.
139057	Menominee, Crivitz	do	22.48	146	25.53	do	13	42.75		961.02			
139058	Clintonville, Oconto	Chicago and Northwestern Rwy. Co.	56.66	585	19.80	apt. 12.2 by 7.4, 1 l.	9.51	67.55		3,827.38			
139059	St. Paul, Minn., Boundary Line (n. o.), Mich.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	490.81	3,798	20.42	apt. 30.7½ by 9.3, 29.10½ by 9.3, 22 by 9.3, 1 l. St. Paul and Sault Ste. Marie.	13.01	153.05		75,118.47			
139060	Antigo, Bryant	Chicago and Northwestern Rwy. Co.	9.07	40	14.50	no apt	6	42.75		387.74			
139061	Abbotsford Wis., Minneapolis, Minn.	Wisconsin Central Co.	169.92	4,350	40.62	apt. 30.4 by 9.2½, 30.4½ by 9.5, 1 l.	14	161.60		27,459.07			
139062	Wyville, Necedah	Chicago and Northwestern Rwy. Co.	16.50	82	14.90	no apt	9	42.75		705.37			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	WISCONSIN—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
139063	Tomahawk, Tomahawk Junction (n. o.).	Marinette, Tomahawk and Western Rwy. Co.	5.40	105	15	no apt	12	42.75		230.85			
139064	Vacant.												
139065	Vacant.												
139066	Hunting, Big Falls	Big Falls Rwy. Co	6.67	23	9.87	do	6	42.75		285.14			
139067	Ashland, South Superior.	Northern Pacific Rwy. Co.	68.42	548	26.64	apt. 20.10 by 9.2, 1 l	7	65.84		4,504.77			Route curtailed.
139068	Pratt Junction (n. o.), Jeffries.	Chicago and Northwestern Rwy. Co.	16.30	36	9.36	no apt	6	42.75		696.82			
139069	Vacant.												
139070	Hurley, Pence	do	5.72	66	15.60	do	6	42.75		244.53			
139071	Packwaukee, Montello	Wisconsin Central R. R. Co.	6.99	138	15	apt. 18.2½ by 7.6½, 4 l	24	42.75		298.82			
139072	Abbotsford, Athens	Abbotsford and Northeastern R. R. Co.	15.36	84	19.73	no. apt	6	42.75		656.64			
139073	Fairchild, Mondovi	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	36.98	431	20.75	do	12	59.00		2,181.82			
139074	Vacant.												
139075	Vacant.												
139076	Stevens Point, Plover.	Green Bay and Western R. R. Co.	6.55	78	14.40	do	12	42.75		280.01			
139077	Manitowoc, Two Rivers.	Chicago and Northwestern Rwy. Co.	8.35	374	20.25	do	18	54.72		456.91			
139078	East Winona (n. o.), Winona.	Chicago, Burlington and Quincy R. R. Co.	2.21	156	6.63	do	15	42.75		94.47			
139079	Granville, North Lake	Milwaukee and Superior Rwy. Co.	21.52	218	12.42	do	12	43.61		938.48			Route restated.
139080	Vacant.												

139081	Kewaunee, Green Bay.	Kewaunee, Green Bay and Western R. R. Co.	86.82	932	15.92	apt. 18 by 9, 11. Casco Junction (n. o.) and Greensburg.	18.59	82.06		3,022.18			
139082	Marshfield, Greenwood.	Wisconsin Central R. R. Co.	23.48	133	11.25	no apt.	6	42.75		1,001.63			
139083	Cambridge, Loudon...	Chicago and Lake Superior Ry. Co.	3.30	220	17	do	24	43.61		143.91			
139084	Vacant.												
139085	Vacant.												
139086	Casco Junction (n. o.), Sturgeon Bay.	Ahnapee and Western Rwy. Co.	34.28	956	17.60	apt. 18 by 9, 11	12	82.94		2,843.18			
139087	Nestoria (n. o.), West Superior. / West Superior, Wis., Duluth, Minn.	Duluth, South Shore and Atlantic Rwy. Co.	210.84 / 4.54	750	23.75	apt. 20 by 9, 11	8.61	74.39 / 81.63		15,801.20			Lap over 139067.
139088	Wabeno, Northern Junction (n. o.).	Chicago and Northwestern Rwy. Co.	45.89	84	13.08	no apt.	6	42.75		1,961.79			
139089	Woodville, Spring Valley.	Minnesota and Wisconsin R. R. Co.	10.51	204	15.49	do	9	42.75		449.30			
139090	Vacant.												
139091	Vacant.												
139092	Vacant.												
139093	Vacant.												
139094	Vacant.												
139095	Powers, Mich., Hurley, Wis.	Chicago and Northwestern Rwy. Co.	161.81	853	19.21	apt. 19.7 by 9.5½, 20.2 by 9.2, 1 l.	19.52	78.66		12,727.97			
139096	Ripon, Berlin	Chicago, Milwaukee and St. Paul Rwy. Co.	13.53	682	20.96	no apt.	35.12	71.82		971.72			Route restated.
139097	Bayfield, Redcliff	Bayfield Transfer Rwy. Co.	3.74	24	10.50	do	9	42.75		159.88			
139098	Fond du Lac, Janesville.	Chicago and Northwestern Rwy. Co.	86.38	1,114	29.15	apt. 22.4½ by 9.4, 1 l...	11.80	89.78		7,755.19			Do.
139099	Bayfield, Ashland Junction.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	21.83	549	22.71	no apt.	25	65.84		1,404.36			Do.
139100	Fairchild, Greenwood.	W. C. Foster Lumber Co.	24.04										Agreement.
	MINNESOTA.												
141001	St. Paul, Minn., Fargo, N. Dak.	Northern Pacific Rwy. Co.	86.13 / 23.36 / 34.05 / 106.89										Not adjusted.
141002	Benson, Minn., Watertown, S. Dak.	Great Northern Rwy. Co.	92.69	326	12.60	apt. 11 l. 16.9 by 8.9....	6	51.30		4,754.99			
141003	Vacant.												
141004	St. Paul, Minn., Fargo, N. Dak.	do	277.70 / 347.13 / 277.70 / 347.13										Do.
141005	Vacant.												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
141006	Minneapolis, Moorhead.	Great Northern Rwy. Co.	203.65 45.83	11,114	23.40	r. p. o. 50.4 by 9.1 (av.), 11. Authorized: 1 l. 50 ft., Minneapolis to Moorhead 249.28 m.,; apt. 22.3 by 8.10 (av.), 1 l. Minneapolis to Morris, 1 l. Tintah Junction to Breckenridge; 1 l. Minneapolis to Hutchinson Junction.	10.93	188.78 235.98	40	49,260.00	9,971.20		Land grant Minneapolis to Breckenridge, 203.65 m.; nonland grant, Breckenridge to Moorhead, 45.83 m.; route restated.
141007	St. Paul, Duluth.....	St. Paul and Duluth R. R. Co.	152.34	7,163	25.68	apt. 25 by 8 11 (av.), 2 l. over route and 1 l. additional St. Paul to Wyoming.	16.96	155.27		23,653.83			All land grant.
141008	Minneapolis, Stillwater.	do.....	20.00 12.53	702	21.26	no apt	45.63	72.68 58.14		2,182.09			Minneapolis to White Bear Lake, 20 m.; nonland grant. White Bear Lake to Stillwater, 12.53 m.; land grant.
141009	St. Paul, Minn., Calmar, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	100.00 69.00	5,705	26.52	apt. 23.9 by 9.4 (av.), 2 l. St. Paul to Austin, and 1 l. Austin to Calmar.	12.59	142.27 177.84		26,497.96			St. Paul to Austin, Minn., 100 m., land grant. Austin, Minn., to Calmar, Iowa, 69 m., nonland grant. Curtailed to end at Calmar, Iowa. Part omitted covered by 143025.

141010	Hastings, Ortonville	do	203.08	7,941	20.30	r. p. o. 49.3 by 9.3, 1 l. Cologne to Ortonville. Authorized 1 l. 40 ft.; Cologne to Ortonville, 146.50 m.; apt. 24 by 8.11 (av.), 1 l.	12.07	161.42	25	32,781.17	3,662.50		All land grant.	
141011	Duluth, Staples	Northern Pacific Rwy. Co.	147.95	1,917	29.53	apt. 23.8 by 8.9 (av.), 1 l. over route and 1 additional l. Brainerd to Staples.	15.19	99.18		14,673.68			Do.	
141012	Austin, Minn., Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.40 28.40	4,685	26.22	r. p. o. 60.1 by 9.3, 1 l. Authorized: 1 l. 40 ft. over route, 39.80 m.; apt. 25 by 9.3, 1 l.	13	132.69 165.87	25	6,223.36	995.00		Austin to Lyle, 11.40 m., land grant; Lyle to Mason City, 28.40 m., non land grant.	
141013	Minneapolis, Minn., La Crosse, Wis.	do	141.74	89,726	27.97	r. p. o. 60.1 by 9.3, 4 l. over route; 49.4 by 9.5, 1 l. additional Minneapolis to St. Paul. Authorized: 1 l. 40 ft. and 4 l. 60 ft. Minneapolis to St. Paul, 10.91 m., and 4 l. 60 ft. St. Paul to La Crosse, 130.83 m.; apt. 26.2 by 9.4, 1 l. Minneapolis to St. Paul.	22	1,076.45	225 200	152,576.02	28,620.75			
141014	St. Peter, Minn., Watertown, S. Dak.	Chicago and Northwestern Rwy. Co.	184.14	2,511	22.22	apt. 26.1 by 8.6 (av.), 1 l. over route, and additional l. St. Peter to Tracy.	11.95	108.07		19,900.00			All land grant.	
141015	Winona, St. Peter	do	139.42	5,718	24.08	apt. 35.4 by 9.5, 2 l.	18.01	142.27		19,835.28			Do.	
141016	Sleepy Eye, Redwood Falls.	do	25.98	295	19.53	no apt	12	45.74		1,266.26				
141017	Rochester, Zumbrota	do	26.32	707	20.57	apt. 15.3 by 9.2, 1 l.	12	72.68		1,906.39				
141018	Chatfield, Plainview	do	28.77	323	17.24	no apt	14.61	51.30		1,475.90				
141019	Mankato Junction (n. o.), Mankato.	do	4.22	719	26	no apt	15.20	72.68		306.70				
141020	Worthington, Minn., Sioux Falls, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	62.01	771	17.98	apt. 13 by 7.5 (av.), 1 l.	9.90	75.24		4,665.63				
141021	St. Paul, Minn., Angus, Iowa.	Minneapolis and St. Louis R. R. Co.	271.93	5,713	23.35	apt. 21.8 by 9.3 (av.), 2 l. over route, and 1 additional l. St. Paul to Hopkins.	17.33	177.84		48,360.03				
141022	West Wabasha (n. o.), Zumbrota.	Chicago, Milwaukee and St. Paul Rwy. Co.	59.15	263	12.75	apt. 12.4 by 6, 1 l.	6	47.03		2,781.82				

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	MINNESOTA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
141023	La Crosse, Wis., Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	301.40 47.30	2,846	24.19	apt. 24.9 by 9.5 (av.), 2 l. La Crosse to Jackson, 1 l. residue.	9.69	112.17 140.22		40,440.43			La Crosse to Airlie, Minn., 301.40 m., land grant; Arlie, Minn., to Sioux Falls, S. Dak., 47.30 m., non land grant. Extended to Sioux Falls to cover 159003.
141024	Mankato, Wells	do	38.30	1,046	21.72	apt. 12.4 by 7 (av.) 21.. r. p. o. 50 by 9, 1 l. Minneapolis to Sioux City; 60 by 9, 1 l., additional St. Paul to Sioux City. Authorized: 1 l. 40 feet Minneapolis to St. Paul, 10.44 m.; 1 l., 40 feet and 1 l. 60 feet St. Paul, Minn., to Sioux City, Iowa, 268.60 m.; apt. 12.7 by 7.9, 1 l. Minneapolis to Lake Crystal.	12	87.21		3,340.14			
141025	Minneapolis, Minn., Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.60	16,358	28.84		19.12	233.24	25 75	65,213.90	20,406.00		All land grant.
141026	Tuller, Minn., Grand Forks, N. Dak.	Great Northern Rwy. Co.	132.14	1,660	27.91	apt. 24.9 by 9.2 (av.) 1 l. over route, and 1 l. additional Crookston to Grand Forks.	8.44	113.72		15,026.96			Extended to cover 141039 and 141079 and restated.
141027	Stillwater, Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	3.34	1,088	18.52	no apt	66	71.13		237.57			All land grant.

141028	Heron Lake, Pipestone.	do.....	55.48	322	14.45	apt. 9 by 7.5, 1 l.....	10.77	51.30		2,846.12			
141029	Lake Crystal, Elmore	do.....	43.88	1,451	28.80	apt. 10.9 by 7.6 (av.) 21.	18	104.31		4,577.12			
141030	Luverne, Doon	do.....	28.38	90	15	no apt	6	42.75		1,213.24			
141031	Tracy, Minn., Elkton, S. Dak.	Chicago and Northwestern Rwy. Co.	48.11	3,027	22.99	apt. 35.4 by 9.5, 1 l....	12	142.79		6,960.62			
141032	Reno, Preston.....	Chicago, Milwaukee and St. Paul Rwy. Co.	57.74	578	20.68	apt. 9.6 by 5.8, 1 l.....	6	66.69		3,850.68			
141033	Wyoming, Taylors Falls.	St. Paul and Duluth R. R. Co.	20.27	697	17.04	apt. 25 by 8.6, 1 l.....	12	71.82		1,455.79			
141034	Morris, Brown Valley.	Great Northern Rwy. Co.	47.17	402	13.74	apt. 24.7 by 9.2, 1 l....	6	56.43		2,661.80			
141035	West End Junction (n. o.), Fond du Lac.	St. Paul and Duluth R. R. Co.	8.57	73	15.71	no apt	6	42.75		366.36			
141036	Carlton, Cloquet.....	do.....	6.71	247	19.50	no apt	21	45.32		304.09			
141037	Minneapolis, Cologne.	Chicago, Milwaukee and St. Paul Rwy. Co.	32.69	12,132	23.89	r. p. o. 49.3 by 9.3, 1 l. Authorized; 1 l. 40 ft. over route 32.60 m.; apt. 26.2 by 9.4, 1 l.	13	247.10	25	8,077.69	815.00		
141038	Hopkins, Norton.....	Minneapolis and St. Louis R. R. Co.	92.47	2,441	23.20	apt. 22.5 by 9.3 (av.), 1 l.	12.54	134.24		12,413.17			
141039	Vacant.												
141040	Vacant.												
141041	Willmar, Minn., Sioux Falls, S. Dak.	Willmar and Sioux Falls Rwy. Co.	146.74	1,083	31.40	apt. 24.7 by 9.2 (av.), 1 l.	6	88.92		13,048.12			
141042	Wadena, Minn., Wahpeton, N. Dak.	Northern Pacific Rwy. Co.	77.75	518	22.17	apt. 20.4 by 8.10, 1 l., Wadena to Fergus Falls.	7	64.13		4,986.10			
141043	Iron, Eveleth.....	Duluth, Missabe and Northern Rwy. Co.	5.02	189	18.49	no apt	6	42.75		214.60			
141044	Mendota, Minneapolis	Chicago, Milwaukee and St. Paul Rwy. Co.	9.20	1,666	18.06	no apt	14	90.97		836.92			Land grant.
141045	Hastings, Stillwater..	do.....	25.89	191	16.98	no apt	6.64	42.75		1,106.79			
141046	Brainerd, Morris.....	Northern Pacific Rwy. Co.	30.13 87.14	816	20.90	apt. 24.6 by 8.11 (av.), 1 l. over route, and 1 l. additional, Brainerd to Little Falls.	8.05	61.56 76.95		8,560.22			Brainerd to Little Falls, 30.13 m., land grant; Little Falls to Morris, 87.14 m., non land grant.
141047	Sauk Center, Park Rapids.	Great Northern Rwy. Co.	91.90	605	27.71	apt. 22.2 by 9.4, 1 l....	6	68.40		6,285.96			
141048	Mankato, Red Wing..	Wisconsin, Minnesota and Pacific R. R. Co.	95.15	491	24.43	apt. 14.7 by 6.11, 1 l....	6	63.27		6,020.14			
141049	St. Cloud, Hinckley...	Great Northern Rwy. Co.	68.29	839	26.54	apt. 25.8 by 8.11, 1 l. Milaca to Hinckley.	10.40	77.81		5,313.64			
141050	St. Hilaire Junction (n. o.), St. Hilaire.	do.....	21.60	435	12.7	no apt	6	59.00		1,274.40			Curtailed to begin at St. Hilaire Junction (n. o.).

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	MINNESOTA—continued.		*Miles.*	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
141051	Rush City, Grantsburg.	St. Paul and Duluth R. R. Co.	16.98	309	18.48	no apt	6	50.45		856.64			
141052	Carmen (n. o.), Moorhead.	Great Northern Rwy. Co.	67.26	253	11.16	apt. 15 by 8.9, ½ l	3	46.17		3,105.39			
141053	Morton, Minn., Watertown, S. Dak.	Minneapolis and St. Louis R. R. Co.	123.37	1,172	27.31	apt. 22.5 by 9.3, 1 l	6	92.34		11,391.98			
141054	Duluth, Ely	Duluth and Iron Range R. R. Co.	119.66	803	25.17	apt. 14 by 7, 1 l	6	76.95		9,207.83			
141055	Minneapolis, Minn., Dubuque, Iowa.	Chicago Great Western Rwy. Co.	264.09	3,266	24.88	apt. 22.6 by 9.5 (av.), 2 l.	22.54	146.21		38,612.59			
141056	Glencoe, Hutchinson	Chicago, Milwaukee and St. Paul Rwy. Co.	14.25	462	20.91	no apt	18	60.71		865.11			
141057	Vacant.												
141058	St. Paul, Minn., Hankinson, N. Dak.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	216.84	9,119	22.61	apt. 29.8 by 9.1 (av.), 2 l. St. Paul to Glenwood and 1 l. residue.	11.91	214.61		46,536.03			Route extended to Hankinson, N. Dak., covering part 161015.
141059	Elk River, Milaca.	Great Northern Rwy. Co.	33.36	1,812	32.19	apt. 25.8 by 8.11. 1 l	13	119.70		3,993.19			
141060	Hutchinson Junction (n. o.), Hutchinson.	do	53.26	397	14.28	apt. 22.2 by 9.4, 1 l	6	56.43		3,005.46			
141061	Winnipeg Junction, Minn., Grand Forks, N. Dak.	Northern Pacific Rwy. Co.	95.78	2,102	19.08	apt. 24.2 by 9 (av.), 1 l.	7.17	129.11		12,366.15			
141062	Vacant.												
141063	Cheney, Mantorville	Chicago Great Western Rwy. Co.	7.20	102	22.10	n pt	7	42.75		307.80			
141064	Red Wing, Zumbrota	Duluth, Red Wing and Southern R. R. Co.	25.96	990	19.11	apt. 15.3 by 9.2, 1 l	12	84.65		2,197.51			
141065	Excelsior, Tonka	Minneapolis and St. Louis R. R. Co.	2										Agreement.

141066	Wayzata, Spring Park	Great Northern Rwy. Co.	7.57										Do.
141067	Winthrop, New Ulm.	Minneapolis and St. Louis R. R. Co.	19.03	109	23.64	no apt	12	42.75		813.53			
141068	Spruce Junction (n. o.), Biwabik.	Duluth, Missabe and Northern Rwy. Co.	13.03	80	18.90	no apt	6	42.75		557.03			
141069	Saunders (n. o.), Wis., Tuller, Minn.	Eastern Rwy. Co. of Minn.	154.80	1,104	27.24	apt. 24 by 10, 1 l.	10.19	89.78		13,897.94			Curtailed at Short Line Park and extended to begin at Saunders (n. o.), covering 141077, and extended from Deer River to end at Tuller, covering 141078.
141070	Minneapolis, Willmar.	Great Northern Rwy. Co.	124.38	2,870	27.75	apt. 25 by 8 (av.), 1 l. over route, and 1 l. additional Minneapolis to Elk River.	9.55	140.22		17,440.56			Covers 141057.
141071	New Brighton, St. Paul and Duluth Railroad Crossing.	Minnesota Transfer Rwy. Co.	3.56	125	18.36	no apt	18	42.75		152.19			
141072	Fertile, Carthage Junction (n. o.).	Northern Pacific Rwy. Co.	55.08	126	13.38	do	3	42.75		2,354.67			
141073	Hayfield, Austin	Chicago Great Western Rwy Co.	17.34	104	19.01	do	9	42.75		741.28			
141074	West End (n. o.), Minn., West Superior, Wis.	St. Paul and Duluth R. R. Co.	3.70	897	13.92	apt. 25 by 9.4, 2 l.	33	80.37		297.36			
141075	Winona, Minn., Osage, Iowa.	Winona and Western Rwy. Co.	113.22	699	29.16	apt. 15.1 by 9.2, 1 l.	6	71.82		8,131.46			
141076	Vacant.												
141077	Vacant.												
141078	Vacant.												
141079	Vacant.												
141080	Allen Junction (n. o.), Virginia.	Duluth and Iron Range R. R. Co.	26.47	274	20.28	no apt	12	47.88		1,267.38			
141081	Duluth, Mount Iron	Duluth, Missabe and Northern Rwy. Co.	74.20	580	22.34	apt. 14.4 by 9.8, 1 l. Duluth to Wolf (n. o.).	6	67.55		5,012.21			
141082	Hinckley, Duluth	Eastern Railway Co. of Minnesota.	73.16	1,323	24.77	apt. 24.10 by 9.5 (av.), 1 l. over route and 1 l. additional between Saunders (n. o.) and Duluth.	14.06	99.18		7,256.00			
141083	Red Lake Falls, Thief River Falls.	Great Northern Rwy. Co.	18.35	157	12.30	no apt	6	42.75		784.46			
141084	Wolf (n. o.), Virginia	Duluth, Missabe and Northern Rwy. Co.	6.55	255	21.10	apt. 14.4 by 9.8, 1 l	12	46.17		302.41			
141085	Wolf (n. o.), Hibbing	do	16.64	209	23.31	no apt	12	42.75		711.36			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
141086	Ellsworth, Minn., Watertown, S. Dak.	Burlington, Cedar Rapids and Northern Rwy. Co.	135.34	927	30	apt. 15.9 by 9.1 (av.), 1 l.	6	82.08		11,108.70			Formerly part of 143003.
141087	Brainerd, Walker.....	Brainerd and Northern Minnesota Rwy. Co.	60.85	383	21.72	no apt.....	6	55.58		3,382.04			
141088	Lyle, Minn., Manly, Iowa.	Chicago Great Western Rwy. Co.	20.39	62	16.83	do	6	42.75		871.67			
141089	Winston (n. o.), Eveleth.	Duluth and Iron Range R. R. Co.	4.95	151	18.62	do	12	42.75		211.61			
141090	Barneeville, St. Vincent.	Great Northern Rwy. Co.	172.69	3,031	19.94	apt. 21.10 by 9 (av.), 1 l. over route and ½ l. additional, Carman to Crookston.	6.73	114.23		19,726.37			All land grant; formerly part of 141004.
141091	Walker, Benridji	Brainerd and Northern Minn. Rwy. Co.	31.80										Agreement.
1410 2	Akely, Park Rapids ..	Great Northern Rwy. Co.	18.57										Do.
	IOWA.												
143001	Burlington, Iowa, Albert Lea, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	253.45	10,531	29.80	r. p. o. 55 by 9.3, 50 by 9.3, 2 l. Authorized: 1 l. 40 ft. over route, 252.70 m.; apt. 22 by 9 (av.), 1 l. Burlington to Nichols, 2 l. Elmira to Cedar Rapids, 3 l. Cedar Rapids to Linn Junction, 2 l. Linn Junction to Vinton.	18.79	230.00	2	58,293.50	6,317.50		

143002	Linn Junction, Decorah.	do.....	121.32	1,295	24.40	apt. 25 by 9, 1 l.....	7.40	97.47		11,885.06			Curtailed to begin at Linn Junction.	
143003	Vinton, Iowa, Sioux Falls, S. Dak.	do.....	293.97	4,406	29.70	apt. 29.4 by 9 (av.), 2 l. Vinton to Estherville, 1 l. residue.	10.31	162.45		47,755.42			Curtailed at Ellsworth and extended thence to Sioux Falls, S. Dak., covering 143037.	
143004	Thornburg, What Cheer.	dò.....	4.62	81	25.40	no apt.....	12	42.75		197.50				
143005	Burlington, Union Pacific Transfer (n.o.).	Chicago, Burlington and Quincy R. R. Co.	276.16 18.26	104,135	38.70	r. p. o. 60.1 by 9.3, 5 l. Authorized: 5 l. 60 ft. over route, 294.42 m.; apt. 27.3 by 8.9, 1 l. over route, and 1 additional Burlington to Albia.	32.09	984.28 1,230.35	250	294,284.95	73,605.00		Burlington to Pacific Junction (n. o.), 276.16 m., land grant; Pacific Junction (n. o.), to Union Pacific Transfer (n. o.), 18.26 m., nonland grant.	
143006	Bethany Junction (n. o.), Iowa, Grant City, Mo.	do.....	45.68	520	11.65	apt. 13.3 by 6.6, 1 l. Bethany Junction to Lamoni	6.34	64.98		2,968.28				
143007	Creston, Iowa, Hopkins, Mo.	do.....	44.99	2,995	29.21	apt. 22.4 by 9.3, 2 l....	14.22	141.93		6,385.43				
143008	Burlington, Iowa, Carrollton, Mo.	Chicago, Burlington and Kansas City R. R. Co.	25.34 195.32	1,438	23.20	apt. 22.7 by 9.2 (av.), 1 l.	8.87	15.39 103.46		20,597.78			Burlington to Viele, 25.34 m., Lapover, 145018.	
143009	Villisca, Iowa, Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R. Co.	36.62	1,267	23.54	apt. 22.9 by 8.10, 1 l....	8.95	96.62		3,538.22				
143010	Albion, Mason City...	Iowa Central Rwy. Co.	169.63	4,857	26.80	r. p. o. 60 by 9.5, 1 l. Oskaloosa to Mason City: Authorized, 1 l. 40 ft. Oskaloosa to Mason City, 145.30 m.; apt. 17.4 by 9.4, 1 l.	9.38	168.44	25	28,572.47	3,632.50			
143011	Vacant.													
143012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.78 170.18	4,430	27.20	r. p. o. 60 by 9.3, 1 l. Sabula Junction to North McGregor. Authorized: 1 l. 40 ft., Sabula Junction to North McGregor 98.20 m.; apt. 21 by 9.3 (av.) 1 l. Dubuque to La Crosse.	16.70	129.96 162.45	25	29,046.70	2,455.00		Near Dubuque to Tete des Morts, 10.78 m., land grant; residue, 170.18 m., nonland grant.	
143013	Stanwood, Tipton.....	Chicago and North Western Rwy. Co.	8.84	407	17.90	no apt.....	15	57.29		506.44				

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	IOWA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
143014	Davenport, Union Pacific Transfer (n.o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.93	13,368	26.20	r. p. o. 60.1 by 9.5, 2 l. Authorized: 2 l. 60 ft., Davenport to Iowa City, 53.80 m.; 2 l. 50 ft. Iowa City to Union Pacific Transfer (n.o.), 264 m.	27.05	207.93	{100.00 / 80.00}	66,107.18	26,500.00		All land grant.
143015	Summerset Junction, (n. o.), Indianola.	do.....	6.53	326	16.30	no apt.....	12	51.30		334.98			
143016	Washington, Knoxville.	do.....	78.74	630	25.90	apt. 20.3 by 9.2, 1 l....	6.94	69.26		5,453.53			
143017	Davenport, Iowa, Leavenworth, Kans.	do.....	335.72	5,278	25.70	r. p. o. 41.3 by 9.3, 1 l. Authorized: 1 l. 40 ft., Davenport to Trenton 253.62 m.; apt. 27.7 by 9.2, 1 l.	13.62	173.57	25	58,270.92	5,840.50		
143018	Davenport, Maquoketa.	Chicago, Milwaukee and St. Paul Rwy. Co.	43.97	395	22.90	apt. 14.10 by 7.6, 1 l...	13.74	56.43		2,481.22			
143019	Keokuk, Des Moines..	Chicago, Rock Island and Pacific Rwy. Co.	166.26	1,735	24.80	apt. 14.6 by 9.3 (av.), 1 l.	14.82	116.28		19,332.71			
143020	Farley, Paralta.....	Chicago, Milwaukee and St. Paul Rwy. Co.	44.05	2,486	23.90	apt. 23.10 by 8.5 (av.), 1 l. over route and 1 l. additional Monticello to Paralta.	9.28	135.09		5,950.71			
143021	Dubuque, Sioux City..	Illinois Central R.R. Co.	327.27	8,668	26.80	r. p. o. 50.8 by 9.8, 50.9 by 10; 51 by 10; 50.8 by 10.2, 2 l. Authorized: 2 l. 40 ft. Dubuque to Sioux City, 326.94 m.; apt. 22 by 9.10, 1 l.	16.73	167.58	50	54,843.90	16,347.00		Do.

143022	Mona Junction (n.o.), Iowa, Lyle, Minn.	do.....	76.82	1,697	25.30	apt. 22 by 9.10, 1 l....	12	114.57		8,743.98			Curtailed to begin at Mona Junction (n. o.).
143023	Beulah, Elkador	Chicago, Milwaukee and St. Paul Rwy. Co.	19.33	303	15.40	no apt.....	12	49.59		958.57			
143024	Clinton, Anamosa.....	Chicago and North Western Rwy. Co.	2.96 69.02	599	25.50	apt. 12.2 by 7.4, 1 l...	6	54.04 67.55		4,822.25			Clinton to Lyons, 2.96 m., land grant; Lyons to Anamosa, 69.02 m., nonland grant.
143025	North McGregor, Iowa, Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	42.01 210.60 41.63	5,869	26.40	r. p. o. 50 by 9.4, 2 l. McGregor to Spencer, and 1 l. Spencer to Sanborn. Authorized: 2 l. 40 ft. McGregor to Spencer, 216.40 m., and 1 l. 40 ft. Spencer to Sanborn, 25.90 m.; apt. 39.4 by 9.4 (average), 1 l. Spencer to Canton, and 1 l. Calmar to Jackson Junction.	12.22	179.55 143.64 179.55	50 25	45,268.13	11,467.50		North McGregor to Calmar, 42.1 m. Nonland grant. Calmar to Sheldon, 210.60 m. Land grant. Sheldon to Canton, 41.63 m. Nonland grant. Extended to begin at North McGregor, covering 141009.
143026	Conover, Decorah.....	do.....	9.32	3,321	19.98	apt. 26.2 by 9.4, 1 l....	18.50	147.06		1,370.59			
143027	Davenport, Jackson Junction.	do.....	153.79	1,686	25.20	apt. 24.3 by 9.1 (average), 1 l.	9.60	114.57		17,619.72			Curtailed to end at Jackson Junction.
143028	Savanna, Ill., Union Pacific Transfer (n. o.), Iowa.	do.....	351.50	6,424	31.06	r. p. o. 60 by 9.3, 2 l. Savanna to Sabula Junction, and 1 l. Sabula Junction to Monon. Authorized: 2 l. 40 ft. Savanna to Sabula Junction (n.o.), 2.60 m.; and 1 l. 40 ft. Sabula Junction (n.o.) to Marion, 87.30 m.; apt. 37.10 by 9.3 (average), 2 l. Marion to Union Pacific Transfer, and 2 additional l. between Paralta and Marion.	19.37	185.54	50 25	65,217.31	2,312.50		

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	IOWA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
143029	Missouri Valley, Sioux City.	Sioux City and Pacific R. R. Co.	75.68	16,153	31.20	r. p. o. 60 by 9.1, and 50 by 9, 2 l. over route, and 1 additional Missouri Valley to California. Authorized: 1 l. 40 ft., 1 l. 50 ft., and 1 l. 60 ft. Missouri Valley to California, 5.66 m.; 1 l. 40 ft. and 1 l. 60 ft., California to Sioux City, 69.26 m.; apt. 24.1 by 9.2, 1 l. Onawa to Sioux City.	28.39	289.85	115 75	21,935.84	5,845.40		
143030	Des Moines, Jewell...	Chicago and Northwestern Rwy. Co	59.12	7,323	29.40	apt. 24 by 9.2, 2 l.....	30.59	195.80		11,575.69			
143031	Des Moines, Ruthven.	Chicago, Rock Island and Pacific Rwy. Co.	137.71	2,826	137.71	apt. 24 by 9.4 (average), 1 l. over all, and 2 additional l. between Des Moines and Angus.	10.78	139.37		19,192.64			
143032	Grinnell, Montezuma.	Iowa Central Rwy. Co.	17.47	364	15.30	no apt	12	53.87		941.10			
143033	Albia, Des Moines....	Chicago, Burlington and Quincy R. R. Co.	67.96	2,301	27.30	apt. 27.3 by 9.9, 2 l....	15.02	132.53		9,006.73			
143034	Elk Point, S. Dak., Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	69.70	2,842	25.30	apt. 20.7 by 9.3, 1 l....	7.72	140.22		9,773.33			
143035	Burlington, Washington.	Burlington and North-western Rwy. Co.	52.75	705	21.10	apt. 12.9 by 7.6, 1 l. Burlington to Winfield.	6	72.68		3,833.87			

143036	Newton, Monroe.....	Chicago, Rock Island and Pacific Rwy. Co.	17.61	118	17.50	no apt	12	42.75		752.82			
143037	Vacant.												
143038	Maple River, Onawa..	Chicago and Northwestern Rwy. Co.	81.86	2,470	30.80	apt. 23.2 by 9.2 (av.), 1 l. over route, and 2 additional Carnarvon to Wall Lake, and 1 additional Wall Lake to Onawa.	13.39	134.24		10,921.76			
143039	Turkey River, West Union.	Chicago, Milwaukee and St. Paul Rwy. Co.	58.32	522	17.20	apt. 16.4 by 7.5, 1 l....	6	64.98		3,789.63			
143040	Waukon Junction, Waukon.	do.....	23.02	496	18.40	no apt	12	63.27		1,456.47			
143041	Creston, Cumberland.	Chicago, Burlington and Quincy R. R. Co.	47.45	621	11.80	apt. 11.11 by 6.9, 1 l...	12	69.26		3,286.38			
143042	Chariton, Indianola ..	 do.....	33.47	572	12.90	apt. 11.11 by 7. 1 l	6	66.69		2,232.11			
143043	Vacant.												
143044	Atlantic, Audubon ...	Chicago, Rock Island and Pacific Rwy. Co.	25.72	626	25 72	no apt	13	69.26		1,781.36			
143045	Harlan, Carson	do.....	31.56	389	14.20	do	12	55.58		1,754.10			Covers 143063, and restated.
143046	Des Moines, Fonda...	Chicago, Milwaukee and St. Paul Rwy. Co.	114.12	1,336	28.70	apt. 16.6 by 9 (av.), 2 l.	12	99.'8		11,318.42			
143047	Marion, Iowa, Kansas City, Mo.	do.....	303.57	3,441	26.70	apt. 22.1 by 8.10 (av.), 2 l. over route, and 2 additional l. Marion to Cedar Rapids; r. p. o. 60.1 by 9.3, 1 l. Hedric to Ottumwa; authorized: 1 l. 40 ft. Hedric to Ottumwa, 13.55 m.	12.21	148.77	25	45,162.10	338.75		
143048	Ives, Iowa Junction (n. o.).	Burlington, Cedar Rapids and Northern Rwy. Co.	21.44	1,047	26.80	apt. 22.9 by 9.4, 1 l ...	18	87.21		1,869.78			
143049	Belle Plaine, Muchakinock.	Chicago and Northwestern Rwy. Co.	64.76	7,268	17.50	apt. 12.2 by 7.4, 1 l ...	7	72.68		4,706.75			
143050	Wall Lake, Moville...	do.....	80.16	1,237	23.40	apt. 14.5 by 9.2, 1 l ...	12	94.91		7,607.98			Extended to cover 143069.
143051	Sumner, Hampton....	Chicago Great Western Rwy. Co.	64.24	748	16.80	apt. 13.3 by 7.3, 1 l ...	13	74.39		4,778.81			
143052	Eagle Grove, Iowa, Elmore, Minn.	Chicago and Northwestern Rwy. Co.	66.50	940	22.24	apt. 12.2 by 7.4, 1 l ...	11.82	82.94		5,515.51			

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	IOWA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
143053	Bellevue, Cascade	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	424	10.60	apt. 8.6 by 6.6, 1 1	6	58.14		2,109.90			
143054	Atlantic, Griswold ...	Chicago, Rock Island and Pacific Rwy. Co	15.18	274	15	no apt	12	47.88		726.81			
143055	Griswold, Iowa, Nebraska City, Nebr.	Chicago, Burlington and Quincy R. R. Co.	70.64	1,908	27.40	apt. 20 by 8.10, 1 1, Red Oak to Nebraska City.	11.77	123.98		8,757.94			Covers 143074, and restated.
143056	Wilson Junction (n. o.), Cedar Falls.	Chicago Great Western Rwy. Co.	7.50	215	17	no apt	17	43.61		327.07			
143057	Dows, Armstrong	Burlington, Cedar Rapids and Northern Rwy. Co.	91.74	847	30	apt. 18.3 by 9.1, 1 1 ...	12	78.66		7,216.26			Extended to cover 143112.
143058	Carson, Sidney.....	Chicago, Burlington and Quincy R. R. Co.	38.34	230	13.50	no apt	8.55	44.46		1,704.59			Extended from Hastings to Sidney and restated Carson to Sidney, covering 143043.
143059	Menlo, Guthrie Center	Chicago, Rock Island and Pacific Rwy. Co.	14.99	411	15	do	12	57.29		858.77			
143060	Harvey, Des Moines ..	Wabash R. R. Co....	43.66	3,480	27.70	apt. 30 by 9.2, 1 1.....	7	148.77		6,495.29			
143061	Fraser, Fraser Junction (n. o.).	Boone Valley Coal and Rwy. Co.	4.00	58	12	no apt	6	42.75		171.00			
143062	Mount Zion, Keosauqua.	Chicago, Rock Island and Pacific Rwy. Co.	5.18	300	18.20	do	24	49.59		256.87			
143063	Vacant.												
143064	Fort Madison, Ottumwa.	Chicago, Fort Madison and Des Moines R. R. Co.	71.35	582	12.50	apt. 11.7 by 8.6, 1 1....	6	67.55		4,819.69			
143065	Muscatine, Montezuma.	Burlington, Cedar Rapids and Northern Rwy. Co.	88.26	1,163	25.30	no apt	18.80	92.34		8,149.93			

143102	Vacant.													
143103	Des Moines, Iowa, St. Joseph, Mo.	Chicago, Great Western Rwy. Co.	157.40	2,371	28.40	apt. 20.3 by 9.5, 1 l....	20	133.38		20,994.01				
143104	Fort Dodge, Lehigh...	Mason City and Fort Dodge R. R. Co.	14.84	136	12.10	no apt	6	42.75		634.41				
143105	Ottumwa, Evans	Wabash R. R. Co	27.60	3,533	27.17	apt. 30 by 9.2, 1 l	7	57.29		1,581.20			Lap over 143019.	
143106	Evans, Harvey	do.....	10.59	3,477	27.17	apt. 30 by 9.2, 1 l.....	7	88.92		941.66			Lap over 143016	
143107	Tara, Fort Dodge.....	Chicago, Rock Island and Pacific Rwy. Co.	6.40	112	21.80	no apt	6	42.75		273.60				
143108	Malvern, Tabor	Tabor and Northern Rwy. Co.	9.54	311	13.80	do	12	50.45		481.29				
143109	Sioux City, Iowa, Garretson, S. Dak.	Sioux City and Northern R. R. Co.	97.63	1,206	20.16	apt. 27.7 by 9.1, 1 l....	9.77	94.05		9,182.10				
143110	Vacant.													
143111	Davenport, Bennett ..	Burlington, Cedar Rapids and Northern Rwy. Co.	31.96	152	23.80	no apt	6	42.75		1,366.29				
	MISSOURI.													
145001	St. Louis, Mo., Atchison, Kans.	Missouri Pacific Rwy. Co.	330.09	77,494	30.95	r. p. o. 60 by 9.4, 60 by 9.2, 55 by 9.4 and 49.4 by 9.3, 11 l. St Louis to Tower Grove (n. o.), and 6 l. Tower Grove (n. o.) to Kansas City; also, 49.11 by 9.1, 1 l. Pleasant Hill to Kansas City. Authorized: 3 l. 40 ft., 1 l. 50 ft., and 6 l. 60 ft. St. Louis to Tower Grove (n. o.), 2.89 m.; and 1 l. 40 ft., 1 l. 50 ft., and 4 l. 60 ft., Tower Grove (n. o.) to Kansas City, Mo., 278.97 m.; apt. 22 by 9.3, 2 l. St. Louis to Tower Grove (n. o.); 1 l. Tower Grove (n. o.) to Washington; 1 l. Pleasant Hill to Independence, and 3 l. Independence, Mo., to Atchison, Kans.	84.98	756.50 945.63	415 265	305,300.28	75,126.40		Land grant—St Louis to Pacific Mo., 36.18 m.	

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	IOWA—continued.		*Miles.*	*Pounds*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
143087	Stacyville Junction (n. o.), Stacyville.	Illinois Central R. R. Co.	8.01	127	16.80	no apt	7	42.75		342.42			
143088	Eldora Junction, Alden.	Chicago Iowa and Dakota Rwy. Co.	26.42	275	16.02	do	12	47.88		1,264.98			
143089	Vacant.												
143090	Wilton Junction, Muscatine.	Chicago, Rock Island and Pacific Rwy. Co.	12.38	686	25	do	18	71.82		889.13			
143091	New Sharon, Newton.	Iowa Central Rwy. Co.	31.60	193	11.25	do	6	42.75		1,350.90			
143092	Mount Pleasant, Keokuk.	St. Louis, Keokuk and Northwestern R. R. Co.	49.45	282	11.70	apt. 9.5 by 6.7, 1 1.....	6	47.88		2,367.66			Formerly part of 145018.
143093	Centerville, Albia	Albia and Centerville Rwy. Co.	25.84	226	24.50	apt. 15 by 9.3, 1 1.....	6	44.46		1,148.84			
143094	Waverly Junction (n. o.), Waverly.	Burlington Cedar Rapids and Northern Rwy. Co.	5.99	430	17.10	no apt	25	59.00		353.41			
143095	Vacant.												
143096	Spencer, Spirit Lake..	Chicago, Milwaukee and St. Paul Rwy. Co.	21.65	233	19.50	do	9.61	44.46		962.55			
143097	Mason City, Fort Dodge.	Mason City and Fort Dodge R. R. Co.	72.43	298	24	apt. 13.2 by 7.3, 1 1....	6.90	49.59		3,591.80			
143098	Sioux City, Manilla...	Chicago, Milwaukee and St. Paul Rwy. Co.	90.70	5,232	28.90	apt. 20.7 by 9.3 (av.), 2 1.	13	172.71		15,666.52			
143099	Sioux Falls, S. Dak., Onawa, Iowa.	Illinois Central R. R. Co.	157.64	1,072	27.16	apt. 18.6 by 9.10 (av.), 1 1 over route and 1 additional trip between Sioux Falls and Cherokee.	6.53	88.07		13,883.35			Covers 143100.
143100	Vacant.												
143101	Cedar Rapids, Manchester.	do.....	42.34	1,107	28.20	apt. 13.8 by 7.1, 2 1....	15	89.78		3,801.28			

143102	Vacant.													
143103	Des Moines, Iowa, St. Joseph, Mo.	Chicago, Great Western Rwy. Co.	157.40	2,371	28.40	apt. 20.3 by 9.5, 1 l....	20	133.38		20,994.01				
143104	Fort Dodge, Lehigh...	Mason City and Fort Dodge R. R. Co.	14.84	136	12.10	no apt	6	42.75		634.41				
143105	Ottumwa, Evans	Wabash R. R. Co	27.60	3,533	27.17	apt. 30 by 9.2, 1 l	7	57.29		1,581.20				Lap over 143019.
143106	Evans Harvey	do.....	10.59	3,477	27.17	apt. 30 by 9.2, 1 l.....	7	88.92		941.66				Lap over 143016
143107	Tara, Fort Dodge.....	Chicago, Rock Island and Pacific Rwy. Co.	6.40	112	21.80	no apt	6	42.75		273.60				
143108	Malvern, Tabor	Tabor and Northern Rwy. Co.	9.54	311	13.80	do	12	50.45		481.29				
143109	Sioux City, Iowa, Garretson, S. Dak.	Sioux City and Northern R. R. Co.	97.63	1,206	20.16	apt. 27.7 by 9.1, 1 l....	9.77	94.05		9,182.10				
143110	Vacant.													
143111	Davenport, Bennett ..	Burlington, Cedar Rapids and Northern Rwy. Co.	31.96	152	23.80	no apt	6	42.75		1,366.29				
	MISSOURI.													
145001	St. Louis, Mo., Atchison, Kans.	Missouri Pacific Rwy. Co.	330.09	77,494	30.95	r. p. o. 60 by 9.4, 60 by 9.2, 55 by 9.4 and 49.4 by 9.3, 11 l. St Louis to Tower Grove (n. o.), and 61. Tower Grove (n. o.) to Kansas City; also, 49.11 by 9.1, 1 l. Pleasant Hill to Kansas City. Authorized: 3 l. 40 ft., 1 l. 50 ft., and 6 l. 60 ft. St. Louis to Tower Grove (n. o.), 2.89 m.; and 1 l. 40 ft., 1 l. 50 ft., and 4 l. 60 ft., Tower Grove (n. o.) to Kansas City, Mo., 278.97 m.; apt. 22 by 9.3, 2 l. St. Louis to Tower Grove (n. o.); 1 l. Tower Grove (n. o.) to Washington; 1 l. Pleasant Hill to Independence, and 3 l. Independence, Mo., to Atchison, Kans.	34.98	756.50 945.63	415 265	305,300.28	75,126.40			Land grant—St Louis to Pacific Mo., 36.18 m.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MISSOURI—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dolla s.*		
145002	Vacant.												
145003	St. Louis, Seneca.....	St. Louis and San Francisco R. R. Co.	326.52	17,679	27.50	r. p. o. 50 by 9.2, 2 l. St. Louis to Monett. Authorized: 2 l. 50 ft. St. Louis to Monett, Mo., 281.93 m.; apt. 30.8 by 9.2, 3 l. Monett to Pierce City, and 1 l. Pierce City to Seneca, Mo.	14.63	306.09 244.87	80	82,042.54	22,554.40		Land grant—Pacific to Seneca, Mo., 292.42 m.
145004	St. Louis, Kansas City	Wabash R. R. Co....	276.71	84,451	33.48	r. p. o. 60 by 9.5 and 55 by 9.3, 3 l. St. Louis to Brunswick, and 2 l. Brunswick to Kansas City. Authorized: 3 l. 50 ft. St. Louis to Brunswick. 187.02 m.; and 21. 50 ft. Brunswick to Kansas City, Mo., 89.69 m.; apt. 20.8 by 9.3 and 30.2 by 9.3, 1 l.	31.17	485.64	120 80	134,381.44	29,617.60		
145005	Quincy, Ill., St. Joseph, Mo.	Hannibal and St. Joseph R. R. Co.	206.23	14,842	).80	r. p. o. 60.1 by 9.3, 2 l. Quincy to Cameron. Authorized: 2 l. 50 ft. Quincy, Ill., to Cameron, Mo., 170.92 m.; apt. 39.1½ by 9.1½, 22 by 9.2, and 15 by 9.2, 1 l. Quincy to Brookfield, and 2 l. Cameron to St. Joseph.	25.47	276.17 220.93	80	46,376.07	13,673.60		Land grant—Palmyra Junction to St. Joseph Mo., 191.50 m.

145006	Kansas City, Mo., Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	192.44	18,609	26	r. p. o. 44 by 9.2, 3 l. Kansas City to St. Joseph; 4 l. St. Joseph to Napier, and 21. Napier to Union Pacific Transfer (n. o.); also, 39.11 by 9.1, 1 l. Kansas City to Armour Junction (n. o.). Authorized: 3 l. 40 ft. Kansas City to Napier, 97.52 m.; and 2 l. 40 ft. Napier, Mo., to Union Pacific Transfer (n. o.), Iowa, 94.92 m.; apt. 27.4 by 8.10, 1 l. Kansas City to Corning.	29.30	316.35	75 / 50	60,878.89	12,060.00		
145007	Moberly, Mo., Ottumwa, Iowa.	Wabash R. R. Co....	131.03	6,422	26.69	apt. 30.2 by 9.2 and 19.6 by 9.2, 2 l.	14	185.54		24,311.30			
145008	Versailles, Boonville..	Missouri Pacific Rwy. Co.	44.10	605	14.96	apt. 8.6 by 7 and 16.4 by 7, 1 l. over route; and additional 1 l. Tipton to Boonville.	9.46	68.40		3,016.44			
145009	Centralia, Columbia ..	Wabash R. R. Co....	22.12	1,185	21.53	no apt	21	93.20		2,061.58			
145010	Kansas City, Cameron	Hannibal and St. Joseph R. R. Co.	55.08	13,227	27.20	r. p. o. 60.1 by 9.3, 2 l. Authorized: 2 l. 50 ft. over route.	23.50	258.21	80	14,222.20	4,389.60		
145011	Sedalia, Mo., Fort Scott, Kans.												No distance circular.
145012	St. Joseph, Henry	Atchison, Topeka and Santa Fe Rwy. Co.	73.37	681	23.88	apt. 21 by 9.3, 1 l.....	9.41	69.26		5,081.60			
145013	Brunswick, Pattonsburg.	Wabash R. R. Co....	80.17	9,486	29.81	r. p. o. 55 by 9.3, 1 l. Authorized: 1 l. 50 ft. over route; apt. 11.8 by 7.9, 1 l.	13	218.88	40	17,547.60	3,182.80		
145014	Hannibal, Sedalia.....												Do.
145015	Keokuk, Iowa, Van Wert, Iowa.	Keokuk and Western R. R. Co.	148.31	1,975	25.70	apt., 20 by 9.2 and 19.9 by 9, 1 l. over route, and additional 1 l. Humeston to Van Wert.	12.72	126.54		18,767.14			
145016	Atchison, Kans., St. Joseph, Mo.	Missouri Pacific Rwy. Co.	23.90	1,262	23.43	no apt	24	21.38		489.60			Lap over route 145080.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MISSOURI—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
145045	Cape Girardeau, Hunter.	Southern Missouri and Arkansas R. R. Co.	96.07	243	18.12	apt. 13.4 by 7.2, 1 l....	8.10	45.32		4,353.89			
45046	Corning, Mo., Northboro, Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	27.81	624	25.60	apt. 11.4½ by 8.9½, 1 l..	6	69.26		1,926.12			
145047	Jefferson City, Bagnell.	Missouri Pacific Rwy. Co.	45.34	454	12.37	apt. 13.6 by 7, 1 l.....	6	60:71		2,752.59			
145048	Allenville, Jackson...	St. Louis, Iron Mountain and Southern Rwy. Co.	16.66	412	12.60	no apt.....	12	57.29		954.45			
145049	Mineral Point, Potosi.	do.....	3.94	270	12.36	do	21	47.03		185.29			
145050	Palmyra Junction (n. o.), Hannibal.	Hannibal and St. Joseph R. R. Co.	15.29	2,160	25.85	r. p. o. 60.1 by 9.3, 1 l.; not authorized; apt. 22 by 9.2, ½ l.	23	103.96		1,589.54			Land grant.
145051	Vacant.												
145052	Pawpaw (n. o.), New Madrid.	St. Louis Southwestern Rwy. Co.	6.18	272	12.30	no apt.....	14	47.88		295.99			
145053	Springfield (Main Depot), Chadwick.	St. Louis and San Francisco R. R. Co.	35.94	502	10.72	apt. 12 by 7, 1 l.....	7	64.13		2,304.83			
145054	Joplin, Mo., Galena, Kans.	do.....	9.51	353	27.66	no apt.....	14	53.01		504.12			Route restated.
145055	Kansas City, Osceola .												No distance circular.
145056	Ashgrove, Mo., Olathe, Kans.	Kansas City, Clinton and Springfield Rwy. Co.	155.90	1,318	26.31	apt. 25 by 9.4, 1 l.....	9.91	98.33		15,329.64			
145057	Altamont, Rushville..	Chicago, Rock Island and Pacific Rwy. Co.	65.30	1,885	29.80	apt. 41.3 by 9.3 and 22 by 9.6, 2 l., Altamont to St. Joseph.	11.29	123.12		8,089.73			
145058	Nevada, Mo., Chetopa, Kans.	Missouri Pacific Rwy. Co.	76.46	1,993	24.98	apt. 15 by 8.6, 1 l.....	7	127.40		9,741.00			

145059	Boonville, Myrick Station (n. o.).	do.....	81.11	401	10.43	apt. 16.4 by 7 and 8.6 by 7, 1 l. over route; and additional 1 l., Boonville to Marshall.	8.50	56.43		4,577.03			
145060	Cameron, Kansas City	Chicago, Rock Island and Pacific Rwy. Co.	54.15	1,517	31.58	no apt.....	13	16.25		879.93			Lap over route 145010.
145061	Pattonsburg, Mo., Union Pacific Transfer (n. o.), Iowa.	Omaha and St. Louis R. R. Co.	144.58	8,275	24.33	r. p. o. 55 by 9.3, 1 l. Authorized: 1 l. 40 ft. over route; apt. 29.8 by 9, 1 l.	14	205.20	25	29,667.81	3,607.50		
145062	St. Louis, Union	St. Louis, Kansas City and Colorado R. R.	59.40	435	19.33	apt. 12 by 6.10, 1 l.....	7	59.00		3,504.60			
145063	Vacant.												
145064	Napier, Mo., Rulo, Nebr.	Burlington and Missouri River R. R. Co in Nebraska.	9.54	8,678	38.70	r. p. o. 40 by 9, 1 l. Authorized: 1 l. 40 ft. over route; apt. 40.2 by 9, 1 l.	14	209.48	25	1,998.43	237.50		
145065	Vacant.												
145066	Willow Springs, Grandin.	Current River R. R. Co.	80.77	487	22.92	apt. 18.6 by 8.6, 1 l....	6	62.42		5,041.66			
145067	St. Joseph, Mo., Atchison, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	21.38	709	25.97	no apt.....	14	72.68		1,553.89			
145068	Wabash, Chester and Western R. R. Depot in Chester, Ill., Perryville, Mo.	Chester, Perryville, Ste. Genevieve and Farmington R. R. Co	21.52	334	7.58	do	6	52.16		1,122.48			
145069	Cassville, Exeter	Cassville and Western Rwy. Co.	4.63	334	15.04	do	17.50	52.16		241.50			
145070	Tower Grove Station, (n. o.), Oak Hill Junction (n. o.).	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	58,012	26.20	r. p. o. 60 by 9.1 and 49.4 by 9.3, 5 l. Authorized: 2 l. 40 ft. and 2 l. 60 ft. over route; apt. 22 by 9.2, 1 l.	29	737.01	150	5,232.77	1,065.00		
145071	Riverside Station (n. o.), Doerun.	Mississippi River and Bonne Terre Rwy. Co.	47.96	726	20.97	apt. 12.7 by 9.1, 1 l. over route; and additional 1 l, Riverside to Bonneterre.	13.66	73.58		3,526.49			
145072	Delta (n. o.), Malden ..	St. Louis Southwestern Rwy. Co.	51.83	944	23.03	apt. 22.4 by 9.3, 1 l....	7	82.94		4,298.78			
145073	Kansas City, Pattonsburg.	Kansas City and Northern Connecting R. R. Co.	81.04	434	21.42	apt. 20 by 9, 1 l.....	13	59.00		4,781.36			Covers route 145097.
145074	St. Louis (Union Depot), Mo., Junction, East St. Louis, Union Station and Bridge, Ill.	Terminal R. R. Association of St. Louis, Mo.	3.85							50,000.00			Pay adjusted in accordance with act of Congress.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks.
	MISSOURI—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*		
145075	Richhill, Mo., Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.68	2,313	25.12	apt. 21.2 by 9.2, 1 l....	7	132.53		3,668.43			
145076	Langdon, Rockport ...												No distance circular.
145077	Hamilton, Kingston ..	Hamilton and Kingston R. R. Co.	9.44	172	15.53	no apt.....	12	42.75		403.56			
145078	St. Joseph, Mo., Leavenworth, Kans.	Chicago Great Western Rwy. Co.	39.35	1,658	28.10	apt. 20.3 by 9.5, 1 l....	17	62.41 112.86 17.95		3,437.66			St. Joseph to Bee Creek (n. o.), 10.20 m. lap over route 145012; and Beverly Station, Mo., to Leavenworth, Kans., 5.15 m. lap over m. lap over route 143017.
145079	Campbell, Caruthersville.	St. Louis, Kennett and Southern R. R. Co.	45.31	480	15.10	apt. 12 by 5.6, 1 l.....	10.10	62.42		2,828.25			Covers route 145092.
145080	Greenfield, Aurora....	Kansas City, Fort Scott and Memphis R. R. Co.	36.26	408	20.01	no apt.....	7.53	57.29		2,077.33			
145081	Vacant.												
145082	Williamsville, Greenville.												No distance circular.
145083	Excelsior Springs Junction (n. o.), Excelsior Springs.												Do.
145084	Ralls Junction (n. o.), Perry.	St. Louis and Hannibal Rwy. Co.	18.13	174	15	no apt.....	6	42.75		775.05			
145085	Lake Junction (n. o.), Fernridge.	Missouri Pacific Rwy. Co.	9	88	20.81	do	12	42.75		384.75			
145086	Commerce, Morehouse	Houck's Missouri and Arkansas R. R. Co.	29.09	94	14.10	do	8.71	42.75		1,243.59			Covers route 145100.

145087	Armour (n. o.), Mo., Atchison, Kans.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	4.47	2,243	18.88	do.....	70	131.67		588.56			
145088	East Leavenworth (n. o.), Mo., Leavenworth, Kans.	do.....	2.72	1,213	9.81	do.....	63	94.05		255.81			
145089	Zalma, Bloomfield	Cape Girardeau, Bloomfield and Southern Rwy. Co.	24.42	130	8.16	do.....	9.07	42.75		1,043.95			Route restated. Covers route 145098.
145090	West Alton Junction (n. o.), Mo., Alton, Ill.	St. Louis, Keokuk and Northwestern R. R. Co.	3.40	627	25.35	do.....	17	69.26		235.48			
145091	St. Louis (Union Station), Franklin Junction (n. o.).												No distance circular.
145092	Vacant.												
145093	Vacant.												
145094	Vacant.												
145095	Kennett, Senath.....	St. Louis, Kennett and Southern R. R. Co.	9.69	100	9.38	no apt.....	9	42.75		414.24			
145096	Cardwell, Hornersville.	Paragould Southeastern Rwy. Co.	10.84	105	16.99	do.....	10.50	42.75		463.41			
145097	Vacant.												
145098	Vacant.												
145099	Zeta (n. o.), Aquilla..	Cape Girardeau, Bloomfield and Southern Rwy. Co.	2.06	208	7.65	do.....	14	42.75		88.06			
145100	Vacant.												
145101	Vacant.												
145102	Walker, Eldorado Springs.	Kansas City, Eldorado and Southern Rwy. Co.	14.88	322	19.38	do.....	20	51.30		763.34			
145103	Pawpaw Junction (n. o.), Portageville.	St. Louis and Memphis Rwy. Co.	13.25	126	10.60	do.....	7	42.75		566.43			
145104	Ferguson, Jennings..	Wabash R. R. Co.	2.44	54	21.81	do.....	12	42.75		104.31			New from Jan. 23, 1899.
145105	Hannibal, Moberly...	do.....	70.71	1,007	34.56	do.....	7						New from July 1, 1899. Lap over route 145014.
	ARKANSAS.												
147016	Russellville, Dardanelle.	Dardanelle and Russellville Rwy. Co.	5.51	487	10	no apt.....	11.50	62.42		343.93		1898. Apr. 5	
	LOUISIANA.												
149020	New Orleans, Belair ..	Louisiana Southern Rwy. Co.	29.40	95	9.79	no apt.....	6	42.75		1,256.85		Apr. 5	
149023	Minden, Lanesville ...	Arkansas, Louisiana, and Southern R. R. Co.	6.02	218	22.23	do.....	14	43.61		262.53		do ...	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1899, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from Apr. 4, 1899, unless otherwise noted.	Remarks
	LOUISIANA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*	1898.	
149024	Algiers, Buras.....	New Orleans, Fort Jackson, and Grand Isle R. R. Co.	59.62	279	14.66	apt. 6.11 by 6.11, 1 l...	13	47.88		2,854.60		Apr. 5	
	TEXAS.												
150006	Houston, Galveston ..	Galveston, Houston, and Henderson R. R. Co.	50.11	3,387	28	apt. 21 by 9, 2 l	31.50	147.92		7,412.27		Apr. 5	Route restated.
150062	Houston, Galveston ..	Galveston, Laporte, and Houston Rwy. Co.	56.96	131	30	no apt.....	7	42.75		2,435.04		do ...	
	NORTH DAKOTA.												
161013	Fargo, N. Dak., Missoula, Mont.	Northern Pacific Rwy. Co.	1005.28	16,640	24.24	r. p. o. 1 l. 50 ft. Fargo to Helena, Mont. 879.70 m. (authorized); apt. 23 by 9.2 (av.), 1 l. to Jamestown, 11. additional Helena to Missoula and 1 l. additional Garrison to Missoula.	9.18	235.98	40.00	237,225.97	35,188.00	Apr. 5	Pay adjusted from July 1, 1899. Covered by route 141001 prior thereto. All land grant.
	COLORADO.												
165049	Villa Park, Golden....	Denver, Lakewood, and Golden R. R. Co.	11.22	154	18	no apt.....	13.24	42.75		479.65		Apr. 5	Pay adjusted from July 1, 1898.
	ARIZONA.												
168008	Teviston, Geronimo ..	Gila Valley, Globe, and Northern Rwy. Co.	68.26	685	14.20	apt. 9 by 9, 1 l.....	6	71.82		4,902.43		Apr. 5	Pay adjusted from July 1, 1898. Covers route 168009.

	OREGON.												
173019	Portland, Goble..... Goble, Astoria.....	Astoria and Columbia River R. R. Co.	39.40 61.18	1,198	24	apt. 17.11 by 9, 1 l.....	14	12.83 93.20		6,207.47		Sept. 20	39.40 m. lap over route 171001. New from Aug. 11, 1898.
	CALIFORNIA.												
176099	Collis, Armona	Southern Pacific Co.	36.93	706	31	apt. 16.4 by 9.1 (av.), 11.	7	72.68		2,684.07		Apr. 5	New from Mar. 15, 1898. Discontinued from June 30, 1898. Covered thereafter by route 176065.

I.—*Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from June 30, 1836, to June 30, 1899.*

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	*Miles.*		*Miles.*	*Miles.*
June 30, 1836		[1] 1,878,296			
June 30, 1837	974	[1] 1,793,024	[1] $307,444		
June 30, 1838		[1] 2,356,852	[1] 494,123		
June 30, 1839		[1] 3,396,055	[1] 520,602		
June 30, 1840		[1] 3,889,053	[1] 595,353		
June 30, 1841		[1] 3,946,450	[1] 585,843		
June 30, 1842	3,091	[1] 4,424,262	432,568	2,117	
June 30, 1843		[1] 5,692,402	[1] 733,687		
Nov. 4, 1843	3,714	(1)	531,752	623	
June 30, 1844		[1] 5,747,355	[1] 802,006		
June 30, 1845		[1] 6,484,592	[1] 843,430		
Oct. 31, 1845	4,092	(1)	587,769		
June 30, 1846		[1] 7,781,828	[1] 870,570		
Nov. 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,408	597,475		
Nov. 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,192		
Oct. 1, 1848	4,957		587,204	222	
June 30, 1849	5,497	4,861,177	635,740	540	
June 30, 1850	6,886	6,524,593	818,227	1,389	
June 30, 1851	8,255	8,364,503	985,019	1,369	
June 30, 1852	10,146	11,082,768	1,275,520	1,891	
June 30, 1853	12,415	12,986,705	1,601,329	2,269	
June 30, 1854	14,440	15,433,389	1,758,610	2,025	
June 30, 1855	18,333	19,202,469	2,073,089	3,893	
June 30, 1856	20,323	21,809,296	2,310,389	1,990	
June 30, 1857	22,530	24,267,944	2,559,847	2,207	
June 30, 1858	24,431	25,703,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,384	3,243,974	1,579	
June 30, 1860	27,129	27,653,749	3,349,662	1,119	
May 31, 1861	16,886	[2] 5,701,093	[2] 978,910		6,8[illegible]6
June 30, 1861	22,018	23,116,823	2,543,709	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		6[illegible]0
June 30, 1863	22,152	22,871,558	2,588,517	814	
June 30, 1864	22,616	23,301,942	2,567,044	464	
June 30, 1865	23,401	24,087,568	2,707,421	785	
June 30, 1866	32,092	30,609,467	3,391,592	[3] 8,691	
June 30, 1867	34,015	32,437,900	3,812,600	1,923	
June 30, 1868	36,018	34,886,178	4,177,126	2,003	
June 30, 1869	39,537	41,399,284	4,723,680	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,196	5,546	
June 30, 1874	67,784	72,460,545	9,113,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,349	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,358,710	[4] 9,053,036	2,198	
June 30, 1878	77,120	92,120,395	9,566,595	2,574	
June 30, 1879	79,991	93,092,992	[5] 9,067,590	2,871	
June 30, 1880	85,320	96,497,463	10,498,986	5,329	
June 30, 1881	91,569	103,521,229	11,613,368	6,249	
June 30, 1882	100,563	113,995,318	12,753,184	8,994	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,012,603	6,952	
June 30, 1885	121,032	151,910,845	16,627,983	3,872	
June 30, 1886	123,933	165,699,389	17,336,512	2,901	
June 30, 1887	130,949	169,689,866	18 056,272	7,016	
June 30, 1888	143,713	185,485,783	19,524,959	12,764	
June 30, 1889	150,381	204,192,489	21,639,613	6,668	
June 30, 1890	154,779	215,715,680	23,395,232	4,398	
June 30, 1891	159,518	228,719,900	25,183,713	4,739	
June 30, 1892	162,576	239,731,509	27,126,529	3,058	
June 30, 1893	166,952	252,750,574	28,910,195	4,376	
June 30, 1894	169,768	264,717,595	30,358,190	2,816	
June 30, 1895	171,212	267,117,737	31,205,342	1,444	
June 30, 1896	172,794	268,806,324	32,405,797	1,581	
June 30, 1897	173,475	273,190,356	33,876,521	681	
June 30, 1898	174,777	281,585,612	34,703,847	1,392	
June 30, 1899	176,727	287,591,269	36,117,876	1,950	

[1] Railroad and steamboat service combined; no separate report.
[2] Decrease caused by the discontinuance of service in the Southern States.
[3] Increase attributable in part to the resumption of service in the Southern States.
[4] Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.
[5] Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

K.—*Pneumatic-tube service in operation June 30, 1899.*

State.	Route No.	City and termini.	Length.	Annual pay.
			Miles.	
Massachusetts	204001	Boston, Northern Union Station	0.74	$9,000
New York	207001	New York, Brooklyn	1.65	14,000
		Labor		6,200
	207002	New York, Stations P, H, D, Madison Square, and F.	4.20	148,500
		Labor		10,000
Pennsylvania	210001	Philadelphia, Bourse Station	.52	17,600
	210002	Philadelphia: Pennsylvania Depot / Philadelphia and Reading Depot	.94	16,966
		Total	8.05	222,266

L.—*Increase and decrease in star, special-office, steamboat, railroad, mail-messenger, regulation, screen or other wagon service, and electric and cable car service during the year ended June 30, 1899.*

State or Territory.	Star service.						Special-office service.			
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Maine		123.37		3,465.87		118,701.44		19.14		5,971.68
New Hampshire	3.50			283.62		1,772.16	18		5,616	
Vermont	23.43		1,212.02		30,700.80			16.25		5,070
Massachusetts	6.76			73.34		5,115.76		12		3,744
Rhode Island		1.74		203.93		2,577.12		5.50		1,716
Connecticut		1.70		126.19		1,475.76		3		936
New York	93.12		3,790.66		71,358.56			76.22		23,780.64
New Jersey		25.55		421.78		16,856.32		10.50		3,276
Pennsylvania	164.72		6,987.72		135,505.76			89.85		56,066.40
Delaware		1.50	20.36			312	11.50		3,588	
Maryland	29.81		1,475.91		21,088.08			24.75		13,286
Virginia	87.63		4,379.47		106,008.24		111.82		34,887.84	
West Virginia	43.70		4,381.02		83,351.84			113.90		35,536.80
	452.67	153.86	22,247.16	4,574.73	448,013.28	146,810.56	141.32	371.11	44,091.84	149,383.52
North Carolina	71.55		4,088.79		140,652.72			164.32		51,267.84
South Carolina		38.35		141.01		12,078.56		174.58		54,468.96
Georgia	79.18		3,055.26		102,674			204.75		63,882
Florida	65.12		1,672.42		18,928		35.75		11,154	
Porto Rico										
Alabama		165.71	99.61			10,248.16		42.55		8,850.40
Mississippi	115.25		4,776.71		120,062.80			66.25		13,780
Tennessee	153.75		6,190.97		169,247.52			17.25		5,382
Kentucky	413.53		8,256.19		194,695.28			275.85		86,065.20
	898.38	204.06	28,139.95	141.01	746,260.32	22,326.72	35.75	945.55	11,154	283,696.40
Ohio		24.02	1,178.71		2,506.40			59.91		18,691.92
Indiana	39.40		1,492.30		30,749.68			78.50		24,492
Illinois	26.49		2,626.49		39,634.40		18.37		5,731.44	
Michigan	44.87		3,150.47		15,420.08			59.65		18,610.80
Wisconsin	103.41		4,850.84		97,772.48			32.12		10,021.44
Minnesota	109.81		3,641.13		70,686.72			49.87		15,559.44
Iowa	93.45		4,027.25		84,806.80			32		9,984
Missouri	129.53		7,966.91		152,834.24			1.50		468
	546.96	24.02	28,934.10		494,410.80		18.37	313.55	5,731.44	97,827.60

Arkansas		78.01		26,551.87	232,863.82			127.25		39,702
Louisiana		150.41		12,095.13½	167,095.04			83		25,396
Texas	6.34			59,089.59	403,031.94			80.66		16,777.28
Indian Territory	78.34			5,500.09	255,216			221.75		69,186
Oklahoma		22.79		12,325.54	243,918.08		56.77		17,712.24	
Kansas		150.85		17,143.61	63,018.32		1.75			7,364.50
Nebraska		216.35		13,640.54	117,203.76		27			2,215.20
South Dakota	46.23			11,765.71	108,572.88			14.75		583.70
North Dakota	189.12			2,840.33	199,971.44			140.50		26,585
Montana	192.27			6,966.75	237,865.28			149.50		31,096
Wyoming	80.02			5,512.10	214,269.06			293.75	17,740	
Colorado		9.76		23,231.60	88,148.42			45		9,360
New Mexico		138.56		14,187.52	16,819.20		97		20,176	
Arizona		306.67		19,018.40		57,871.84		78.12		16,248.96
Utah	67.88			12,963.99	80,666.28			77.25		16,068
Idaho	154.90			24,464.97	96,018			110.50		22,984
Washington		8.85		18,288.39	95,044.56			159.75		24,752
Oregon	74.95			10,852.25	307,587.44			241		36,842
Nevada		127.59		13,489.42	86,803.36		239.25		49,764	
California	752.16			33,981.31	412,822.82			311.50		1,638
Alaska	1,369		73,746.00		74,160		2,694		59,936	
	3,011.21	1,209.84	73,746.00	343,999.11½	3,501,095.70	57,871.84	3,115.77	2,134.28	165,328.24	347,296.64
Total	4,909.22	1,591.78	153,067.21	348,714.85½	5,189,780.10	227,009.12	3,311.21	3,764.49	226,305.52	878,206.1
Net increase	3,317.44				4,962,770.98					
Net decrease				195,647.64½				453.28		651,900.64

L.—*Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen or other wagon service, etc.*—Continued.

State or Territory.	Steamboat service.						Railroad service.					
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
Maine	131		1,708.41		24,651.02		124.39		8,696.92		77,619.36	
New Hampshire		1		153.50	260		2		206.92		3,744	
Vermont												
Massachusetts	.50			130.70	312		1.78		3,214.97		5,220.98	
Rhode Island												
Connecticut							.19		11.05		645.76	
New York			196.00		1,156.48		37.53		1,580.81		23,612.16	
New Jersey							3.93		9,133.00		2,452.32	
Pennsylvania							21.13		22,240.14			2,328.41
Delaware								.28		21.06		349.44
Maryland				400.00		7,613.84			16,767.60			
Virginia	13		747.00		16,224		21.80		8,603.59		13,603.20	
West Virginia	20		375.00		12,480		24		827.93		2,496	
	164.50	1	3,026.41	684.20	55,083.50	7,613.84	236.75	.28	71,282.93	21.06	129,392.78	2,677.85
North Carolina							47.24		4,605.12		29,482.21	
South Carolina							26.09		2,225.63		16,280.16	
Georgia				400.00		4,576	142		7,642.05		88,608	
Florida	240		36,144.23		43,840.36		23.36		9,970.29		20,823.08	
Porto Rico	1,554.25		43,000.00		116,618							
Alabama							214.15			1,598.01	135,460	
Mississippi							20.34		5,281.77		12,692.16	
Tennessee									3,878.75			
Kentucky	10.25		600.00		12,792							
	1,804.50		79,744.23	400.00	173,250.36	4,576	473.18		33,603.61	1,598.01	303,345.61	
Ohio							115.88		43,693.56		67,516.22	
Indiana							.13		6,012.36		81.12	
Illinois							57.77		28,192.19		35,505	
Michigan	80		1,367.75		34,893.76		104.93		2,552.79		54,986.88	
Wisconsin							36.68		6,809.10		30,488.64	
Minnesota			286.00		6,560.32			552.75		86,307.76		518,096
Iowa								227.86		37,769.64		272,527.30
Missouri								1,475.29		516,868.57		2,634,915.05
	80		1,653.75		41,454.08		315.39	2,255.90	87,260.00	640,945.97	188,577.86	3,425,538.35

Arkansas		106.50		150.00		33,228	819.83		403,470.40		1,406,061.32	
Louisiana	74.91			6,771.90	14,607.84		135.17		31,471.06		165,060.41	
Texas		3.50	84.26			1,092.00		248.72	117,510.04		1,638,657.12	
Indian Territory							856.84		302,145.55		1,621,817.52	
Oklahoma							114.20		14,080.66		71,210.13	
Kansas							108.75		185,301.02		1,615,614.57	
Nebraska								113.04	135,850.97		459,866.55	
South Dakota							848.89		101,806.13		521,179.70	
North Dakota							468.68		237,349.48		489,563.61	
Montana								150.60	34,969.96			16,002.38
Wyoming							16.99		19,341.85		25,425.28	
Colorado							88.45		75,775.15		736,084.32	
New Mexico							204.79		40,314.55			183,683.50
Arizona							80.86		23,528.49			25,529.31
Utah							36.45		8,761.17		76,562.72	
Idaho							22.72		1,778.33		21,825.44	
Washington		1,988.78		23,495.10		78,182.48		237.40	41,902.06			152,453.99
Oregon		24.70		5,365.00	1,435.20		127.50		5,375.53		279,075.24	
Nevada							.30		2,276.20			3,789.42
California	27.87		875.42		12,112.88		4.74		81,438.08			23,989.53
Alaska	11,253		49,413.92		234,045							
	11,355.78	2,123.48	50,373.60	35,732.00	262,200.92	112,502.48	2,930.16	749.76	1,864,446.68		9,218,003.92	405,448.13
Total	13,404.78	2,124.48	134,797.99	36,866.20	531,988.86	124,692.32	4,955.48	3,005.94	2,056,593.22	642,565.04	9,839,321.18	3,833,664.33
Net increase	11,280.30		97,931.79		407,296.54		1,949.54		1,414,028.18		6,005,656.85	
Net decrease												

L.—*Increase and decrease in star, special-office, steamboat, railroad, mail-messenger, regulation, screen or other wagon service, etc.*—Continued.

State or Territory.	Mail-messenger service.						Regulation, screen, or other wagon service.					
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
Maine	20.93		1,411.18		22,966.32						298.18	
New Hampshire	3.57		13.00		10,791.04							
Vermont	.39		74.00		12,565.28							
Massachusetts		5.87		414.00	2,585.44		2.35				13,361.81	
Rhode Island		1.04		40.00	1,191.84							
Connecticut		.47	710.00		18,388.24			0.97				2,643.16
New York		3.29	4,375.25		35,033.44			.03				45,928.67
New Jersey		.66	416.12		664.56						156	
Pennsylvania		6.49		1,439.96	39,900.64		.33		820.01			25,387.62
Delaware	.96			150.98		78						
Maryland	.94			2,886.60	1,619.28		.28		501.00		71.69	
Virginia	5.75			286.99	10,350.06		1.50					312.45
West Virginia	3.51		184.71		8,306.48			1				1,248
	36.05	17.82	7,184.26	5,218.55	164,362.64	78	4.46	2	1,321.01		13,887.68	75,519.90
North Carolina	.06			315.75	7,538.96							
South Carolina	.84			141.71	1,853.28				571.00			
Georgia	.06			131.60	1,644.24							
Florida		.06		495.31	2,968.16		.10				877.52	
Porto Rico												
Alabama	1.05			287.44	3,444.48						430.70	
Mississippi		1.78		692.26	2,488.72							
Tennessee		.70	223.87			1,534	3.00				5,474	
Kentucky	2.45		1,286.73		5,367.44							
	4.48	2.54	1,510.60	2,064.07	25,305.28	1,534	3.10		571.00		6,282.22	
Ohio	9.59		1,808.79		10,473.84		.28					17,915.95
Indiana	3.11		2,119.24		26,058.04			.09			2,489.84	
Illinois	8.56		1,473.53		24,308.96		1.77				6,933.88	
Michigan	8.31		501.15		9,370.40		1.75				638.75	
Wisconsin		2.21		59.50	4,273.36							
Minnesota	.01		383.00			1,406.08		.21		144.00		131.04
Iowa		.67		112.61		2,462.72	1.44				1,952.64	
Missouri	5.75		1,266.38		25,179.44			14.77			4,529.79	
	35.33	2.88	7,552.09	172.11	99,659.04	3,868.80	5.24	15.07		144.00	16,544.90	18,046.99

Arkansas		.15	317.50		2,042.14		.16			607.00		3,796
Louisiana		6.29		1,169.75		10,947.04	3.20			1,730.00	15,976.74	
Texas		.49		2,120.41		11,966.24	25.05		2,221		40,284.37	
Indian Territory	.97		213.01		3,790.80							
Oklahoma	.55		275.00		2,445.04							
Kansas		9.76		2,297.43		10,142.08	.40		729.40		5,904.61	
Nebraska		2.28		1,636.46	1,027.52		8.35			196.00	10,749.10	
South Dakota		2.82		320.00		4,640.48	2.71		612.00		3,582.06	
North Dakota		3.81		1,231.00		2,150.72	1.07		612.00		2,642.64	
Montana	6.02		463.75		4,732			.30		302.00		5,720
Wyoming	2.83		381.00		1,957.28							
Colorado		5.22		1,912.70		17,593.68	4.93		2,544		13,997.37	
New Mexico	3.72		136.49		6,052.80							
Arizona	.34		52.00			465.92						
Utah		21	382.95		3,971.76			1.80		361.00		554.09
Idaho	2.23			70.00	2,704							
Washington		9.14	1,072.85		5,895.76		.66			560.90		4,482.66
Oregon		.04		235.58	7,705.36			2.45		2,414.27	731.73	
Nevada												
California		13.91		1,992.00		28,812.16		35.84		3,019.00		51,802.74
Alaska					988							
	16.16	54.12	3,294.55	12,985.33	44,212.46	86,718.32	46.53	40.39	6,718.40	9,189.27	93,868.62	66,355.49
Total	92.02	77.36	19,541.50	20,440.06	333,539.42	92,199.12	59.33	57.46	8,610.41	9,333.27	130,583.42	159,922.38
Net increase	14.66				241,340.30		1.87					
Net decrease				868.56						722.86		29,338.96

L.—*Increase and decrease in star, special-office, steamboat, railroad, mail-messenger, regulation, screen or other wagon service, etc.*—Continued.

State or Territory.	Electric and cable car service.						Summary of totals.					
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
Maine	3.61		325.17		9,119.38		137.42		8,675.81		9,981.14	
New Hampshire	3.25		510.03		8,155.50		29.32		292.83		26,794.38	
Vermont							7.57		1,286.02		38,196.08	
Massachusetts	50.71		3,039.63		90,207.25		44.23		5,636.56		102,827.72	
Rhode Island	16.86		842.91		24,052.36		8.58		598.98		20,951.08	
Connecticut	4.84		1,069.58		19,890.52			1.11	1,664.44		33,869.60	
New York	35.49		4,059.63		23,194.75		86.60		14,002.35		84,646.08	
New Jersey	6.29			223.73		6,577.71		26.49	8,903.61			23,437.15
Pennsylvania	41.85		1,422.47		55,184.30		131.69		30,030.36		146,808.27	
Delaware							10.68			151.68	2,848.56	
Maryland	21.06		841.61		26,908.12		27.34		16,299.52		28,787.33	
Virginia	10		200.00		3,650		251.50		13,643.07		184,410.91	
West Virginia								23.69	5,768.66		69,849.52	
	193.36		12,311.03	223.73	260,362.18	6,577.71	734.93	51.29	106,802.21	151.68	749,970.67	23,437.15
North Carolina								45.47	8,378.16		126,406.05	
South Carolina								186	2,513.91			48,414.08
Georgia							16.51		10,165.71		124,468.24	
Florida		.17				106.42	364.10		47,291.63		97,984.70	
Porto Rico							1,554.25		43,000.00		116,618	
Alabama							6.94			1,785.84	120,236.62	
Mississippi							67.56		9,366.22		121,463.68	
Tennessee	5.63		190.59		7,544.20		144.43		10,484.18		175,349.72	
Kentucky			100.30		3,659.75		150.38		10,243.22		180,449.27	
	5.63	.17	290.89		11,203.95	106.42	2,304.17	231.47	141,443.03	1,785.84	1,012,976.28	48,414.08
Ohio	68.22		2,601.51		73,630.94		110.04		49,282.57		117,519.53	
Indiana	5.73		383.09		7,769.88			30.22	10,006.99		42,651.56	
Illinois	15.27		275.00		10,537.16		128.23		32,567.21		122,650.84	
Michigan	44.39		1,573.89		52,462.94		224.60		9,146.05		149,162.01	
Wisconsin							105.76		11,600.44		122,513.04	
Minnesota	8.11		250.00		12,674.78			484.90		81,891.63		445,270.74
Iowa	5.36		362.72		11,869.34			160.28		33,492.28		186,345.24
Missouri	25.04		3,354.32		35,547.49			1,331.24		504,280.96		2,417,292.09
	172.12		8,800.53		204,492.53		568.63	2,006.64	112,603.26	619,664.87	554,496.98	3,048,908.07

Arkansas							508.08		376,479.03		141.28	
Louisiana								26.42	9,704.27½		836.99	
Texas								301.98	58,605.30		2,137.91	
Indian Territory							714.40		296,768.47		1,638.32	
Oklahoma							148.73		2,030.12		5,285.49	
Kansas	3.70		375.00		6,373.34			51.01	160,964.38		1,6[illegible],404.26	
Nebraska		7.88		528.42		16,738.98		304.20	119,849.55		5[illegible],892.75	
South Dakota							880.26		90,332.42		6[illegible],110.46	
North Dakota							514.56		233,890.15		6[illegible],441.97	
Montana								102.11	28,164.96		1[illegible],778.90	
Wyoming								194.41	14,180.75		2[illegible],391.62	
Colorado	.28		98.57		3,285.96		33.68		53,273.42		814,562.39	
New Mexico							166.95		26,263.52			140,635.50
Arizona								303.59	4,562.09			100,116.03
Utah							25.07			4,200.87	1[illegible],578.67	
Idaho							69.35			22,756.64	97,563.44	
Washington	5.81		200.00		7,863.78			2,397.45	831.42			151,067.03
Oregon	3.20		185.09		6,169.76			62.54		13,306.48	535,862.73	
Nevada							111.96			11,213.22	1[illegible],777.94	
California							423.52		43,371.19		318,693.27	
Alaska							15,316		123,159.92		369,120	
	12.99	7.88	858.66	528.42	23,692.84	16,738.98	18,912.56	3,743.71	1,648,430.96½	51,477.21	12,607,287.39	391,818.56
Total	384.70	8.05	22,261.11	752.15	499,751.50	23,423.11	22,520.29	6,038.11	2,009,279.46½	673,079.60	14,924,731.32	3,512,577.86
Net increase	376.65		21,508.96		476,328.39		16,487.18		1,336,199.86½		11,412,153.46	
Net decrease												

M.—*Division of inspection—Deductions, fines, and remissions under orders issued during the year ended June 30, 1899.*

States.	Star service.				Steamboat service.				Railroad service.				Mail messenger service.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Maine	$550.03	$0.76	$115.50		$73.80		$8.00		$487.77		$40.00		$0.65		$2.00	
New Hampshire	130.82	1.18	7.50				4.00		252.81	$2.00	21.00	$1.00	78.04		3.00	
Vermont	126.88	.31	9.50						129.78		13.00				2.50	
Massachusetts	305.46	2.59	33.00		1,772.76		1.00		1,231.33		94.00	1.00			18.00	
Rhode Island	57.99		1.00		131.84		4.00		30.35		5.00	1.00	3.61			
Connecticut	286.23	.91	23.00						521.84		45.00		38.27		5.00	
New York	1,181.47	1.17	74.25		72.97		18.00		7,189.44	654.58	289.00		3.44		77.20	$0.50
New Jersey	257.30	.71	7.50						1,172.90	65.44	189.00		7.44		41.50	
Pennsylvania	1,059.10	1.89	443.25	$23.00					783.19	7.82	397.51	2.00	10.46		32.25	
Delaware	97.75	.19	2.50								6.00		34.54			
Maryland	806.14		108.00		1,157.60		19.00		3,213.52	99.06	106.00	1.00	31.50	$0.91	8.00	1.00
Virginia	2,432.33	.29	450.00	3.00	993.35		13.00		5,687.64	233.29	129.00	2.00	5.17		34.75	
West Virginia	1,818.58	3.60	461.50		24.78				762.00	47.59	42.00		30.32		4.50	
Total	9,110.08	13.60	1,736.50	26.00	4,227.10		67.00		21,462.66	1,109.78	1,376.51	8.00	243.44	.91	228.70	1.50
North Carolina	2,706.75	8.46	510.25	6.50	78.71		37.00		8,452.29	7.28	74.00				13.00	
South Carolina	933.95		917.00	4.00	19.78		10.00		337.90		23.00				4.00	
Georgia	1,464.28	6.34	580.50	3.00	47.10				881.84	197.13	37.00		.75		12.00	
Florida	334.92		47.50		6,706.12		494.00	$10.00	517.23		21.00		16.95	9.96	7.00	
Porto Rico					2,930.24											
Alabama	1,705.88	9.92	548.00	16.00	37.44				9,977.55	197.21	16.00		.70		16.50	
Mississippi	1,897.37	.29	116.25		28.53		42.50		403.81	144.98	131.00		82.50		15.50	
Tennessee	1,872.65	24.63	255.05	1.00					176.57		65.00		28.24		9.50	
Kentucky	2,409.44	1.00	1,337.70	5.00	3,398.70		514.50		153.28		166.00		.28		13.00	
Total	13,325.24	50.64	4,312.25	35.50	13,246.62		1,098.00	10.00	20,900.47	546.60	533.00		129.42	9.96	90.50	
Ohio	250.20	7.31	98.25	6.50					9,756.74	273.46	619.00	6.00	80.01	.42	88.25	2.00
Indiana	339.56	.46	36.50						1,425.67	2.34	244.00	1.00	.51		42.50	2.00
Illinois	256.09		73.25	1.00					538.14	2.67	284.00		.85		22.50	.50
Michigan	352.32	.96	28.55	.25	53.30	$42.90	.50	.50	909.84	3.71	118.00		57.51		13.00	
Wisconsin	135.84	.78	37.50	4.00					291.96	82.24	209.00		10.55		34.50	
Minnesota	782.29	110.78	93.00						2,088.43	39.98	300.00		11.38		5.25	
Iowa	270.13	.24	35.00						291.85	19.72	236.00	2.00	100.59		24.50	
Missouri	1,496.47	5.47	121.75				1.00		1,624.15	862.01	422.00	4.00	88.51		48.25	
Total	3,882.90	126.00	523.80	11.75	53.30	42.90	1.50	.50	16,926.78	1,286.13	2,432.00	13.00	349.91	.42	278.75	4.50
Arkansas	1,793.06	.58	326.00		827.72		188.50		204.51		285.00	1.00			9.00	
Louisiana	1,065.34	49.01	50.95	5.00	244.93	84.25	47.00		655.90		62.00		13.10		24.60	
Texas	1,743.42	6.02	97.00		4.48				410.01		302.00		10.77		19.50	.50
Indian Territory	782.23	1.71	36.75	1.50					859.28		166.50		.42		2.50	

State.	Regulation, screen, or other wagon service.				Pneumatic-tube service.				Electric and cable car service.				Totals for the year.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Oklahoma	1,247.73		58.00						74.95	10.37	11.00		.78		2.00	
Kansas	715.80	12.80	27.25						1,562.17	.86	456.47		7.50		62.50	1.00
Nebraska	709.13	1.74	15.50						1,354.00		340.00	2.00	.50		10.50	
South Dakota	811.60	4.10	12.00						1,969.00		18.00				10.50	
North Dakota	384.19		166.50						8,572.46		48.00		11.69		4.50	
Montana	667.36		97.50						2,308.18		42.00					
Wyoming	1,701.52	63.77	38.00						83.63		10.00					
Colorado	1,167.86		6.50						2,535.75		193.00	2.00	18.89		10.25	
New Mexico	458.60		41.00						213.66		8.00		1.38			
Arizona	450.17		26.00						95.37		5.00		11.30			
Utah	41.40		88.00						2.63	1.31	45.00				3.00	
Idaho	463.31		33.00						197.61	22.62	3.00				12.00	
Washington	750.20		175.00		788.60	47.90	51.00		463.33	6.05	117.00				9.50	
Oregon	1,384.78	17.21	2,224.50	55.00	58.25		18.00		715.35	108.86	46.00		10.90		9.75	
Nevada	207.54		490.00						10,290.35		1.00					
California	970.30	2.51	848.50	3.00					1,583.37		105.00		15.56		14.50	
Alaska	31,976.26	5,508.10			880.92		21.00						7.58		2.00	
Total	49,491.80	5,667.55	4,857.95	64.50	2,804.90	132.15	825.50		34,151.51	150.07	2,263.97	5.00	110.37		206.60	1.50
Grand total	75,810.02	5,857.79	11,430.50	137.75	20,331.92	175.05	1,492.00	10.50	93,441.42	3,092.58	6,605.48	26.00	833.14	11.29	804.55	7.50
Maine			$11.50						$2.24				$1,114.49	$0.76	$177.00	
New Hampshire			1.00						20.96				482.63	3.18	36.50	$1.00
Vermont			2.00						3.32				259.98	.81	27.00	
Massachusetts			109.50						104.18				3,413.73	2.59	255.50	1.00
Rhode Island			10.00										223.79	.91	20.00	1.00
Connecticut			18.00						77.92				924.26	655.75	91.00	
New York			632.50	$22.00			$32,110.12		285.76		$0.48		8,733.08	66.15	33,201.55	22.50
New Jersey			109.00						21.24				1,458.88	9.71	347.00	
Pennsylvania			1,450.81	6.00					635.09				2,487.84	.19	2,323.82	31.00
Delaware			87.00										132.29		45.50	
Maryland	$10.71		139.57	14.07					363.13	$10.08	8.50		5,562.60	110.05	389.07	16.07
Virginia			55.00	3.75					5.55				9,124.04	233.58	681.75	8.75
West Virginia			5.00										2,685.77	51.19	513.00	
Total	10.71		2,580.88	45.82			32,110.12		1,519.39	10.08	8.98		36,573.38	1,134.37	38,108.69	81.32
North Carolina			64.00										11,237.75	15.74	698.25	6.50
South Carolina			21.00										1,291.63		975.00	4.00
Georgia			62.00										2,393.97	203.47	691.50	3.00
Florida			5.00										7,575.22	9.96	574.50	10.00
Porto Rico													2,930.24			
Alabama											7.00		11,721.57	207.13	587.50	16.00

M.—*Division of inspection—Deductions, fines, and remissions under orders issued during the year ended June 30, 1899*—Continued.

States.	Regulation, screen, or other wagon service.				Pneumatic-tube service.				Electric and cable car service.				Totals for the year.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Mississippi			$5.50										$2,412.21	$145.27	$310.75	
Tennessee			77.50										2,077.46	24.63	407.05	$1.00
Kentucky			33.00										5,961.70	1.00	2,064.20	5.00
Total			268.00								$7.00		47,601.75	607.20	6,308.75	45.50
Ohio			121.00						$24.22				10,111.17	281.19	926.50	14.50
Indiana	$23.35		182.00										1,789.09	2.80	455.09	3.00
Illinois			184.00						1.90				796.98	2.67	563.75	1.50
Michigan			26.00										1,372.97	47.57	186.05	.75
Wisconsin			36.00										438.35	83.02	317.00	4.00
Minnesota			15.00										2,852.10	150.76	413.25	
Iowa			18.00						3.33				665.90	19.96	313.50	2.00
Missouri			30.00						1.57				3,210.70	867.48	623.00	4.00
Total	23.35		562.00						31.02				21,267.26	1,455.45	3,798.05	29.75
Arkansas			2.00										2,825.29	.58	810.50	1.00
Louisiana			77.00										1,979.27	133.26	261.55	5.00
Texas			76.50										2,168.68	6.02	495.00	.50
Indian Territory													1,641.93	1.71	205.75	1.50
Oklahoma													1,323.46	10.87	71.00	1.00
Kansas			97.00										2,285.47	13.66	643.22	2.00
Nebraska			67.50						1.06				2,064.69	1.74	433.50	
South Dakota													2,780.60	4.10	40.50	
North Dakota													8,968.34		219.00	
Montana			2.00										2,975.54	63.77	141.50	
Wyoming													1,785.15		48.00	
Colorado			12.00										3,722.50		221.75	2.00
New Mexico													673.64		49.00	
Arizona													556.84		31.00	
Utah			9.00										44.03	1.31	145.00	
Idaho													660.92	22.62	48.00	
Washington			14.00										2,002.13	53.95	366.50	
Oregon			28.00						15.97				2,186.25	126.07	2,326.25	55.00
Nevada													10,497.89		491.00	
California			99.00										2,569.23	2.51	1,067.00	3.00
Alaska													32,864.76	5,508.10	23.00	
Total			484.00						18.03				86,576.61	5,949.77	8,138.02	71.00
Grand total	34.06		3,894.38	$45.82			$32,110.12		1,568.44	$10.08	15.98		192,019.00	9,146.79	56,353.51	227.57

RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Star	$75,810.02	$5,857.79	$11,430.50	$137.75
Steamboat	20,331.92	175.05	1,492.00	10.50
Railroad	93,441.42	3,092.58	6,605.48	26.00
Mail messenger	833.14	11.20	804.55	7.50
Regulation, screen, or other wagon service	34.06		3,894.88	45.82
Pneumatic-tube service			32,110.12	
Electric and cable car service	1,568.44	10.08	15.98	
Postal clerks	3,103.68	16.51		
Totals	195,122.68	9,163.30	56,353.51	227.57
Net	185,959.38		56,125.94	
Net deductions and fines	242,085.32			

N.—*Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1899.*

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
Contract term four years from April 1, 1897.			
F. Coit Johnson	New York, N. Y	New York, N. Y., post-office.	Cotton canvas pouches with leather tops and bottoms, No. 2, at $2.7149 each; No. 3, at $2.1991 each; No. 4, at $1.9339 each; No. 5, at $1.2442 each.
Do	do	do	Cotton canvas pouches with leather bottoms, No. 2, at $2.4444 each; No. 3, at $2.06 each; No. 4, at $1.7111 each; No. 5, at $1.3121 each.
Do	do	do	Mail-catcher pouches, at $1.4332 each.
Do	do	do	Cotton canvas mail sacks for second, third, and fourth class matter, No. 1, at $0.5995 each; No. 2, at $0.4774 each; No. 3, at $0.2694 each.
Do	do	do	Cotton canvas mail sacks for foreign mails, No. 0, at $0.6336 each; No. 1, at $0.5225 each; No. 2, at $0.4224 each; No. 3, at $0.2994 each.
E. C. Cook & Bro., incorporated	Chicago, Ill	Washington, D. C	Registered foreign mail sacks, No. 0, at $0.67 each; No. 1, at $0.3575 each; No. 2, at $0.17 each; No. 3, at $0.11 each.
Peter H. McNulty & Co	Brooklyn, N. Y	New York, N. Y., post-office.	Inner registered mail sacks, No. 2, at $0.675 each; No. 3, at $0.535 each; No. 4, at $0.365 each.
Contract term one year from July 1, 1898.			
Bridgeport Deoxidized Bronze and Metal Co.	Bridgeport, Conn	Washington, D. C	Bronze bolt castings (18 to the pound), at 20 cents per pound; bronze shackle castings (10½ to the pound), at 20 cents per pound; and bronze shackle castings (8½ to the pound), at 20 cents per pound. Patterns for making castings to be furnished by the Department.
James Clendenin	Baltimore, Md	do	Muriatic acid, at 2 cents per pound; nitric acid, at 5½ cents per pound (empty carboys to be furnished by the Department for refilling); pure tin, at 16 cents per pound; sulphuric acid, at 2 cents per pound.
John B. Daish	Washington, D. C	do	Sawdust, at 19 cents per barrel.
M. Feigel & Bro	New York, N. Y	do	Cylinder oil, at 28 cents per gallon; borax crystals, at 10 cents per pound.
Thompson C. Gill & Co	Philadelphia, Pa	do	Charcoal, at 35 cents per barrel.
F. Coit Johnson	New York, N. Y	do	Lacing cord, at 26 cents per pound; Sea Island thread, at 44 cents per pound; linen thread, at 17 cents per pound.
James B. Lambie	Washington, D. C	do	Metal saw files, 6-inch, No. 1, at $1.60 per dozen, and Warding files, 5-inch, No. 2, .058 inch thick, at $1.70 per dozen.
William N. Merriam	Boston, Mass	do	Rivets, ½ inch long under head, .180 inch diameter with head ⅜ inch diameter, at 2⅔ cents per pound; No. 5 rivets, ⅝ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at 3 $\frac{10}{100}$ cents per pound; No. 3 rivets, ½ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at 3 $\frac{10}{100}$ cents per pound; No. 3 rivets, ⅜ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at 3 $\frac{20}{100}$ cents per pound; No. 7 burrs, .045 inch thick, $\frac{7}{16}$ inch diameter, with hole .166 inch diameter, at 5¼ cents per pound; No. 8 burrs, .045 inch thick, ⅛ inch diameter, with hole .166 inch diameter, at 5¾ cents per pound.
George T. Montgomery	New York, N. Y	do	Files, 10-inch, hand bastard, at $1.24 per dozen; 6-inch pillar bastard, at 67 cents per dozen; 8-inch half-round bastard, at $1.02 per dozen; 6-inch square bastard, at 60 cents per dozen; 8-inch mill bastard, at 69 cents per dozen; 8-inch mill smooth, at 88 cents per dozen; sandstones, at $1 per dozen; ⅜ inch round steel belt couplings, at $1.15 per dozen.

George F. Muth & Co.	Washington, D. C.	do	Albany grease in 5-pound cans, at 11 cents per pound; Albany lubricating compound, No. 1, at 11 cents per pound; gasoline, at 10 cents per gallon; kerosene, at 10 cents per gallon; turpentine, at 34 cents per gallon; Japan dryer, at 45 cents per gallon; Irish glue, at 13 cents per pound.
Frank W. McNeal	New York, N. Y	do	Toilet paper, at $5.10 per case of 100 rolls.
C. S. Osborne & Co.	Newark, N. J	do	Cutting nippers, No. 12, at $34 per dozen; 4-pound rawhide mallets, at $1.80 each; leather splitters, 8-inch, at $4.45 each.
Rudolph, West & Co.	Washington, D. C.	do	Phosphor-bronze spring wire, size .020 by .047 inch, at 61 cents per pound; size .020 by .072, at 60 cents per pound; size .032 by .047, at 55 cents per pound; size .025 by .072, at 57½ cents per pound; Grobet files, knife, 4-inch, No. 1, at $1.62 per dozen; round, 4-inch, No. 2, at $1.16 per dozen; 6-inch, No. 1, and 6-inch, No. 2, at $1.92 per dozen; half round, 4-inch, No. 0, at $1.62 per dozen; 4-inch, No. 4, at $1.60 per dozen; 6-inch, No. 0, at $2.69 per dozen; pillar files, 4-inch, No. 2, at $1.54 per dozen; 4-inch, No. 4, at $1.60 per dozen; 6-inch, No. 2, at $2.28 per dozen; narrow pillar files, 4-inch, No. 2, at $1.54 per dozen; 6-inch, No. 1, at $2.27 per dozen; extra narrow pillar files, 4-inch, No. 2, at $1.54 per dozen; 6-inch, No. 0, at $2.27 per dozen; crossing files, 4-inch, No. 4, at $1.62 per dozen; square slim files, 4-inch, No. 2, and 4-inch No. 4, at $1.21 per dozen; three-square slim files, 4-inch, No. 2, at $1.65 per dozen; warding files, 4-inch, No. 0, $\frac{1}{16}$ inch thick, at $1.62 per dozen; shears, 10-inch, at $5.35 per dozen; corn knives, at $2.95 per dozen; wire nails, 8d, at 1$\frac{7}{10}$ cents per pound; wire nails, 10d, at 1½ cents per pound; vaseline, at 5 cents per bottle; tacks, 2½ ounce, at 13 cents per pound; 8-ounce, at 6 cents per pound; safety matches, at 5 cents per dozen boxes.
Superior Steel Co	Carnegie, Pa.	do	Cold-rolled steel, sizes .050 by 6⅜ by 96 inches and .056 by 3¾ by 144 inches, at 3½ cents per pound.
The Beaver Soap Co	Dayton, Ohio	do	Grandpa's Wonder soap (small size), at $3.60 per case of 100 cakes.
The Manhattan Supply Co.	New York, N. Y	do	Hard-brass wire, .172 inch and .222 inch diameter, at 13$\frac{9}{10}$ cents per pound; sailmaker's twine (in half-pound balls), at 15$\frac{9}{10}$ cents per pound.
The North & Judd Manufacturing Co.	New Britain, Conn.	do	1 inch bar buckles, at 66 cents per gross.
The Naugatuck Malleable Iron Co.	Naugatuck, Conn	do	Malleable-iron dog castings (34 to the pound), at 4$\frac{5}{10}$ cents per pound.
Judson L. Thomson Manufacturing Co.	Waltham, Mass	do	Bifurcated rivets, $\frac{3}{16}$ inch, at 50 cents per pound; $\frac{4}{16}$ inch, at 45 cents per pound; $\frac{5}{16}$ inch, at 36½ cents per pound, and $\frac{6}{16}$ inch, at 39 cents per pound.
Union Petroleum Co.	Philadelphia, Pa	do	Paraffin oil, at 10 cents per gallon.
Universal Supply Co	New York, N. Y	do	Beeswax, at 35 cents per pound.
Edward A. Wadhams	Milwaukee, Wis	do	Lard oil, at 50 cents per gallon; machine oil, at 20 cents per gallon; white cotton waste, at 6½ cents per pound.
Wilmington Malleable Iron Co.	Wilmington, Del.	do	Galvanized malleable-iron round rings, at 6½ cents per pound.
Charles Werner[1]	Washington, D. C.	do	Furnace coal, at $3.50 per ton.
V. Baldwin Johnson[1]	do	do	Cumberland coal, at $2 per ton.
Johnson Brothers[1]	do	do	Pine wood, at $3.59 per cord.
Rudolph, West & Co.[1]	do	do	Corn brooms, at $2.40 per dozen.
James S. Cotton[1]	do	do	Laundry, at 28 cents per 100 towels.
National Capital Ice Co.[1]	do	do	Ice, at 24 cents per 100 pounds.
L. Hopfenmaier[1]	do	do	Condemned jute, at 63 cents per 100 pounds.
F. Coit Johnson[1]	New York, N. Y	do	Condemned jute heads with rings, at 50 cents per 100 pounds.
L. Hopfenmaier[1]	Washington, D. C.	do	Clean canvas, at $2.26 per 100 pounds; string, at 47½ cents per 100 pounds.
Wm. B. O'Connor[1]	Baltimore, Md	do	Scrap leather, at $3.27½ per 100 pounds.

[1] At Department contract price.

N.—*Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1899*—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
Contract term one year from July 1, 1899.			
American Steel and Wire Co	Worcester, Mass	Washington, D. C.	Best charcoal iron wire, size .125 to .220 inch diameter, at 3½ cents per pound.
E. J. Brooks & Co	New York, N. Y	do	High-grade machinery steel, in lengths of 14 feet, of the following sizes: 1 by $\frac{7}{16}$ inch, 1½ by ⅜ inch, 2½ by $\frac{5}{16}$ inch, 2½ by ⅝ inch, 3 by 1¼ inches, and 3½ by ⅝ inch, at 4⅛ cents per pound.
The Beaver Soap Co	Dayton, Ohio	do	Grandpa's Wonder soap, at $3.6 per case of 100 cakes (small size).
W. H. Butler	Washington, D. C	do	Post's belt oil, at $1.40 per gallon.
Cobb & Drew	Plymouth, Mass	do	Iron burrs, size No. 7, .045 inch thick, $\frac{5}{16}$ inch diameter, with hole .166 inch diameter, and size No. 8, .045 inch thick, ½ inch diameter, with hole .166 inch diameter, at 7 cents per pound.
John B. Daish	Washington, D. C	do	Sawdust, very coarse, at 25 cents per barrel of 50 pounds.
The Falls Rivet and Machinery Co	Cuyahoga Falls, Ohio	do	Rivets, ½ inch long under head, .180 inch diameter, with head $\frac{13}{32}$ inch diameter, at $4\frac{25}{100}$ cents per pound; No. 5, $\frac{23}{32}$ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at $4\frac{65}{100}$ cents per pound; No. 3, 1¼ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at $5\frac{35}{100}$ cents per pound; No. 3, ⅜ inch long under head, .158 inch diameter, with head ⅜ inch diameter, at $4\frac{75}{100}$ cents per pound.
L. Goodenough & Son	Bristol, Conn	do	Bronze bolthead castings, bronze bolt castings, and bronze shackle castings, at 24 cents per pound.
Thompson C. Gill & Co	Philadelphia, Pa	do	Double refined iron in lengths of 14 feet, of the following sizes: ½ by 1½ inches, $\frac{5}{16}$ by 1½ inches, and ⅜ by 1½ inches, at $2\frac{35}{100}$ cents per pound.
Thomas Garnar & Co	New York, N. Y	do	5-ounce oak-tanned leather, at 49 cents per pound.
Lewis Hopfenmaier	Washington, D. C	do	Beeswax, at 28 cents per pound.
E. F. Houghton & Co	Philadelphia, Pa	do	Paraffin oil, at 11 cents per pound.
Edward L. Hand & Co	do	do	Jessop's best cast steel, annealed, of the following sizes: ⅜ inch square, 8 feet long; ½ inch octagon, 6 feet long; ⅝ inch octagon, 6 feet long; ½ inch octagon, 8 feet long, and ⅝ inch octagon, 8 feet long, at 15½ cents per pound. Not annealed, of the following sizes: 1⅜ inches square, 8 feet long; ⅜ by 3 inches by 8 feet; 1 by ½ inch by 8 feet; 1 by 1½ inches by 8 feet; 3 by 1½ inches by 8 feet; 3½ by ⅝ inches by 8 feet; 3½ by 1½ inches by 8 feet; 4 by 1½ inches by 8 feet; 6 by 1½ inches by 8 feet; ¾ by 1¾ inches by 8 feet; and ¾ by 2½ inches by 8 feet, at 14½ cents per pound.
F. Coit Johnson	New York, N. Y	do	Sea Island thread, at 44 cents per pound; linen thread, at 17 cents per pound.
James B. Lambie	Washington, D. C	do	Cutting nippers, No. 12, at $23.50 per dozen; pure zinc (in bars), at 10 cents per pound; ⅜-inch round-steel belt couplings, at $1.50 per dozen; flat varnish brushes, 1½ inches wide, at 65 cents per dozen.
E. A. Landell, jr	Philadelphia, Pa	do	10-ounce oak-tanned leather, at $35\frac{70}{100}$ cents per pound.
The F. W. McNeal Co	New York, N. Y	do	Toilet paper, at $5.10 per case of 100 rolls.
The Manhattan Supply Co	do	do	Sailmaker's twine, 6 ply, in half-pound balls, at $17\frac{1}{2}$ cents per pound.
Geo. F. Muth & Co	Washington, D. C	do	Albany lubricating compound, at 11 cents per pound; gasoline, at 13 cents per gallon; kerosene, at 12 cents per gallon; turpentine, at 46 cents per gallon; Japan dryer, at 45 cents per gallon.

Mackall Brothers	do	do	Muriatic acid and sulphuric acid, at 1⅞ cents per pound; nitric acid, at 5½ cents per pound; American potash (first sorts), at 4¼ cents per pound.
National Carbon Co	Cleveland, Ohio	do	Electric carbons, $7 for 375 each of long and short carbons.
National Electrical Supply Co	Washington, D. C	do	Incandescent bulbs, 30 cents each for 32-c. bulbs, and 20 cents each for 16-c. bulbs.
The Naugatuck Malleable Iron Co.	Naugatuck, Conn	do	Malleable-iron dog castings, at 5 cents per pound.
Patterson, Gottfried & Hunter, Limited.	New York, N. Y	do	Stubb's steel wire in rods 3 feet long, sizes, $\frac{3}{8}$ inch, $\frac{5}{16}$ inch, $\frac{9}{32}$ inch, $\frac{17}{64}$ inch, $\frac{1}{4}$ inch, $\frac{7}{32}$ inch, and Nos. 1, 6, 11, and 15, at 35 cents per pound; Nos. 16, 20, 21, 24, 26, 28, 29, and 30, at 38 cents per pound; Nos. 31, 32, and 34, at 42 cents per pound; No. 45, at 50 cents per pound, and No. 56, at 85 cents per pound; rainbow sheet rubber, $\frac{1}{8}$ inch thick, 18 inches wide, at 45 cents per pound; No. 2 sash tools, at 48 cents per dozen.
Rudolph, Weat & Co	Washington, D. C	do	Phosphor-bronze spring wire, sizes .015 by .072 inch, at 79½ cents per pound, and .025 by .072 inch, at $63\frac{4}{10}$ cents per pound; 10-inch shears, at $6.85 per dozen; corn knives, at $2.85 per dozen; Irish glue, at 12½ cents a pound; pure tin, at 28½ cents per pound; white cotton waste, at 6½ cents per pound; sailmaker's needles (Jas. Smith & Sons), No. 15½, at 98 cents per 100; No. 13, at $1.36 per 100; emery cloth, No. 80, No. 120, and flour, at 19½ cents per dozen sheets; crocus cloth, at 19½ cents per dozen sheets; wire nails, 6d, at $2\frac{67}{100}$ cents per pound; 8d, at $2\frac{57}{100}$ cents per pound, and 10d, at 2½ cents per pound; vaseline, at 5 cents per bottle; tacks, 2½-ounce, at 14½ cents per pound, and 8-ounce, at 9 cents per pound; safety matches, at 5 cents per dozen boxes.
Standard Oil Co	do	do	Machine oil, at 10½ cents per gallon.
F. A. Tschiffely, jr	do	do	Borax crystals, at 8¼ cents per pound, and Sapolio, at 80 cents per dozen cakes.
Universal Supply Co	New York, N. Y	do	Lacing cord, at $25\frac{25}{100}$ cents per pound.
Wilmington Malleable Iron Co	Wilmington, Del	do	Galvanized malleable-iron round rings, 1¾ inches diameter, inside measurement (10½ to the pound), at 8 cents per pound.
West Leechburg Steel and Tin Plate Co.	Leechburg, Pa	do	Cold-rolled steel, sizes in inches, .049 by $6\frac{7}{16}$ by 120, .040 by 3⅜ by 120, .056 by 3⅜ by 120, .040 by $4\frac{7}{16}$ by 120, and .045 by $3\frac{7}{16}$ by 120, at 3¼ cents per pound.
Benjamin Waynes	Vienna, Va	do	Charcoal, at 30 cents per barrel.
Washington Gaslight Co	Washington, D. C	do	Globes for Lungren gaslight, No. 16, at 45 cents each.
Johnson Brothers [1]	do	do	Furnace coal, at $4.35 per ton.
John B. Daish [1]	do	do	Soft coal, at $2.15 per ton.
Do [1]	do	do	Pine or spruce wood, at $4.19 cents per cord.
Knickerbocker Ice Co. [1]	do	do	Ice, at 16½ cents per 100 pounds.
James S. Cotton [1]	do	do	Laundry, at 29 cents per 100 towels.
Lewis Hopfenmaier [1]	do	do	Condemned jute, at 68½ cents per 100 pounds.
Do [1]	do	do	Condemned canvas, at $2.38½ per 100 pounds.
Do [1]	do	do	Condemned string, at 56½ cents per 100 pounds.
Hans Rees & Sons [1]	New York, N. Y	do	Condemned leather, at $4.87½ per 100 pounds.
W. B. O'Connor [1]	Baltimore, Md	do	Condemned jute heads with rings, at 58 cents per 100 pounds.
The J. C. Ergood Co. [1]	Washington, D. C	do	Corn brooms, at $2.75 per dozen.

[1] At Department contract price.

O.—*Itemized statement of the number, prices, and cost of all mail bags, and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1899, out of the appropriation for mail bags, etc.*

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather bottoms (Class B)	No. 2	8,500	$2.4444	$20,777.40	
Do	No. 3	8,600	2.06	17,716.00	
Do	No. 4	4,000	1.7111	6,844.40	
					$45,337.80
Mail-catcher pouches		[1] 6,000	1.4332		8,585.30
Sacks for second, third, and fourth class matter	No. 1	140,000	.5995	83,930.00	
Do	No. 2	16,000	.4774	7,638.40	
Do	No. 3	6,000	.2694	1,616.40	
					93,184.80
Meyer's air-tight chemical fire pails		24	1.00		24.00
Cutting nippers		12	2.83½		34.00
Leatheroid for making pneumatic tubes					97.00
Canvas for making new sacks, etc	yards	15,386½			2,603.42
Brass for grommets, etc					428.03
Steel for cord fasteners and label cases	pounds	36,246			1,267.77
Leather for new equipment	pounds	9,145½			3,899.28
Malleable-iron dogs for cord fasteners					271.40
Ice	pounds	67,215			161.28
Laundry					26.16
Repairing pouches, sacks, etc.:					
Paid for labor					110,151.03
Repairs paid for by postmasters and allowed by this office					89.28
Canvas for repairing	yards	8,876½			1,102.02
Leather for repairing	pounds	3,011			1,056.37
Cord, thread, and twine					4,264.96
Beeswax					140.00
Rivets and burrs					682.59
Galvanized-iron round rings					312.68
Traveling expenses and inspection for shop					144.25
Miscellaneous expenses for tools, stock, etc., used in repair shop					779.22
Total					274,642.64
Unexpended balance of appropriation					357.36
Appropriation					275,000.00

[1] The sum of $13.90 deducted for short catcher pouches.

RECAPITULATION.

Total number of bags purchased, 189,100,[1] at a cost of	$147,107.90
New machinery	58.00
Canvas and leather for new equipment	6,502.70
Leatheroid for pneumatic-tube pouches	97.00
Brass for grommets, etc	428.03
Malleable-iron dogs and steel for cord fasteners and label cases	1,539.17
Labor and material for repairs	118,909.84
Total	274,642.64

[1] Exclusive of the following articles furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 900 No. 0 and 1,000 No. 1 foreign registered sacks.

P.—*Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same during the fiscal year ended June 30, 1899.*

Articles.	Itemized cost.	Aggregate cost.
Labor		$36,899.88
Brass (12,031 pounds)	$1,411.51	
Castings	1,373.42	
Steel	159.15	
Wire, brass, steel, phosphor bronze, and charcoal iron	741.51	
Screws and nuts	13.89	
Waste	16.75	
Drills, files, etc	69.80	
Acid	76.43	
Brass pins	768.23	
Centers for inside street letter-box locks (1,000)	125.00	
Tumbling barrel	68.00	
No. 4 combination lathe chuck	14.50	
Royalty on 824 inside street letter-box locks, at 25 cents each	206.00	
Meyer's air-tight chemical fire pails (6)	6.00	
		5,050.25
Laundry		7.61
Lumber		35.56
Miscellaneous expenses for tools, stock, etc		702.98
Total		42,696.28
Unexpended balance of appropriation		5,303.72
Appropriation		48,000.00

Q.—*Statement of expenditures out of the appropriation for rent of building for mail-bag and mail-lock repair shops, and for fuel, gas, watchmen and charwoman, oil, and repair of machinery for said shops during the fiscal year ended June 30, 1899.*

Items.	Cost.
Rent of building for mail-bag and mail-lock repair shops	$5,000.00
Rent of blacksmith shop	95.48
Wages paid charwoman	338.40
Repair of machinery	426.60
Belting for repairing	125.54
Coal (414⅛⅛⅛⅛ tons)	1,450.80
Wood	7.18
Charcoal (75 barrels)	37.50
Oil (583⅛⅛ gallons)	143.94
Gas	376.80
Total	8,002.24
Unexpended balance of appropriation	497.76
Appropriation	8,500.00

R.—*Comparative statement of the number of mail pouches and sacks purchased, made, repaired, and condemned during fiscal years 1897–98 and 1898–99.*

Articles.	1897–98.					1898–99.				
	Purchased.	Made at shop.	Repaired.	Total.	Condemned.	Purchased.	Made at shop.	Repaired.	Total.	Condemned.
Pouches:										
No. 2	4,000	[1]2,025	56,409	62,434	8,374	8,500	12	62,409	70,921	5,701
No. 3	6,000	11	44,693	50,704	7,302	8,600		42,241	50,841	5,776
No. 4	5,000		26,607	31,607	5,117	4,000		27,270	31,270	3,298
No. 5	3,000		7,672	10,672	3,094			5,786	5,786	1,829
Through registered pouches:										
No. 1		100	1,588	1,688	184		405	469	874	57
No. 2		305	1,817	2,122	259		215	1,016	1,231	117
No. 3			95	95	74		25	5	28	
Catcher pouches	12,500		63,778	76,278	9,826	6,000		71,027	77,027	3,928
Horse mail bags:										
No. 1		806	1,329	2,135	1,216		2,050	806	2,856	1,355
No. 2		260	302	562	317		667	298	965	331
No. 3			213	213	269		1	189	190	282
Sacks for second, third, and fourth class matter:										
No. 1	150,000	57,065	935,790	1,142,855	148,609	140,000		999,037	1,139,037	97,678
No. 2	19,843		83,944	103,787	12,780	16,000		95,854	111,854	9,802
No. 3			19,389	19,389	302	6,000		23,750	29,750	746
Foreign registered sacks:										
No. 0			146	146	40			75	75	35
No. 1	2,500		309	2,809	55			211	211	82
No. 2			122	122	29			118	118	9
No. 3			19	19	19			41	41	4
Foreign canvas sacks:										
No. 0	2,000		342	2,342	10			362	362	28
No. 1	5,000		3,613	8,613	59		150	5,493	5,643	208
No. 2	5,000		1,383	6,383	4		25	1,653	1,678	32
No. 3			1,323	1,323	64		25	3,157	3,182	133
Inner registered sacks:										
No. 2	1,000		1,809	2,809	865			1,184	1,184	416
No. 3	103		796	899	345		803	317	1,120	235
No. 4			13	13	195			7	7	53
Sea island sacks			13	13	23			995	995	62
Coin sacks		5,776		5,776						
Special pouches for letter boxes		133		133						
State Department pouches			19	19			36	25	61	
Knapsack pouches		20	6	26	3					
R. M. S. waste sacks			640	640				2,107	2,107	592
Special R. M. S. canvas sacks			2,505	2,505						
Special Alaska sacks		160		160			50		50	
Special Alaska pouches		40					103		103	
Special "3 A" army pouches		220					130		130	
"Queen Bee" pouches							50		50	
Pneumatic-tube pouches							120		120	
Special lock pouches							43		43	
State Department label holders							72		72	
State Department straps							96		96	
Special No. 3 sacks strung		150		150						
Total	215,946	67,071	1,256,684	1,539,701	199,434	[2]189,100	5,078	1,345,902	1,540,078	132,792

[1] All canvas partly completed; finished during year.

[2] Exclusive of the following articles furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 900 No. 0 and 1,000 No. 1 foreign registered sacks.

S.—*Itemized statement of the quantity of work done at the mail-lock repair shop, Washington, D. C., during the fiscal year ended June 30, 1899, compared with the quantity of work done during the previous fiscal year.*

Articles.	1899.	1898.
Eagle mail locks made	43,190	16,991
Eagle mail locks repaired	105,559	79,950
Letter-box padlocks made (old style)	6,819	6 207
Letter-box padlocks repaired (old style)	5,218	9,070
Inside letter-box locks repaired (old style)	3,564	4,892
Inside letter-box locks, "I. B." repaired	1,012	2,235
Inside letter-box locks, "Arrow," made	67	58
Inside letter-box locks, "Arrow," repaired	13	
Rotary registered mail locks repaired	4,731	3,398
Brass registered mail locks repaired	200	187
Letter-box padlocks made (new style)	133	2,391
Letter-box padlocks repaired (new style)	677	187
Special mail locks made	75	34
Special mail locks repaired	4	21
Eagle mail-lock keys made	3,600	500
Letter-box padlock keys made (old style)	3,844	3,750
Letter-box padlock keys made (new style)	120	980
Inside letter-box lock keys made (old style)	460	1,915
Inside letter-box lock keys made ("I. B.")	155	795
Inside letter-box lock keys made ("Arrow")	20	21
Rotary registered mail-lock keys made	300	
Mail-bag cord fasteners made	51,147	63,732
Cord fasteners repaired	190.000	279,027
Grommets made	115,950	1,152,862
Label cases made (steel and brass)	30,018	22,698
Label cases for pneumatic-tube pouches made	100	
Clamps for pneumatic-tube pouches made	100	
Mail-pouch clips made	13,766	6,163
Staples made (brass and steel) pounds	494	779
Burrs made (brass and steel) do	251¼	285
Double burrs made (brass and steel) do	628¾	1,097
"D" rings made do	87	186¼
Rivets made do	26½	54
Iron cockeyes made	715	574½
Pneumatic-tube pouch covers made (steel)	101	
Locks, keys, and label cases made for the Cuban mail service:		
"Star" mail locks		1,000
Tinned Eagle locks		300
Street letter-box locks		530
Through registered locks		50
International registered locks		5
Eagle mail lock keys		250
Special brass keys		100
"Star" lock keys		405
Through registered mail-lock keys		25
International registered keys		2
Street letter-box lock keys		110
Mail-pouch label cases (brass)		50
Mail-pouch label cases tinned (steel)		100
Locks and keys made for Porto Rican mail service:		
Tinned mail locks		300
Keys for mail locks		98
Keys made for Mexico:		
International registered keys		6

T.—*Table showing (in round numbers), for each of the past twenty-three years, (1) the number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of mail routes; (11) total length of mail routes; (12) number of miles of transportation of mails.*

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number packages of letters handled by railway postal clerks.	Number sacks of second, third, and fourth class matter handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total number of mail routes.	Total length of mail routes.	Total number of miles of transportation of mails.
											Miles.	
1877	36,833	$175,000	$165,641	$37,389	93,700	2,500		1,900,000	1,074,000	9,234	292,820	147,353,000
1878	37,345	200,000	140,275	34,469	78,798	2,608	28,005,000	4,072,000	9,250,000	9,917	301,966	157,185,000
1879	39,258	185,000	170,276	37,613	104,021	2,609	33,380,000	4,898,000	10,396,000	10,393	316,711	167,432,000
1880	40,878	185,000	146,601	42,191	63,814	2,946	41,982,000	6,528,000	11,703,000	11,112	343,888	178,237,000
1881	43,012	185,000	183,929	49,918	100,308	3,177	45,100,000	6,995,000	12,029,000	11,592	344,006	188,125,000
1882	44,512	200,000	198,380	51,156	102,500	3,570	53,880,000	8,528,000	14,804,000	12,295	343,618	194,902,000
1883	46,231	200,000	199,489	45,212	130,000	3,855	62,139,000	9,973,000	16,235,000	12,955	353,166	211,260,000
1884	47,862	200,000	217,258	46,129	129,800	3,963	69,886,000	11,494,000	17,036,000	13,419	359,530	227,533,000
1885	50,017	250,000	245,995	46,188	175,680	4,387	76,449,000	12,478,000	16,614,000	14,208	365,251	238,479,000
1886	51,252	275,000	289,138	48,464	221,662	4,573	82,587,000	13,305,000	16,323,000	22,799	387,286	258,788,000
1887	53,614	260,000	255,392	50,138	185,500	4,851	90,267,000	14,803,000	16,594,000	23,762	392,874	270,173,000
1888	55,157	275,000	247,030	54,087	196,300	5,094	98,273,000	17,319,000	16,904,000	24,869	403,976	287,251,000
1889	57,376	285,000	180,901	87,316	119,735	5,448	102,714,000	19,454,000	17,001,000	25,661	416,159	310,902,000
1890	58,999	225,000	222,857	84,915	150,531	5,836	111,514,000	21,952,000	17,715,000	27,105	427,991	327,409,000
1891	62,401	275,600	274,733	96,500	158,454	6,032	120,152,301	24,935,187	17,882,473	28,252	439,027	346,266,445
1892	67,113	260,000	259,928	100,898	183,440	6,417	127,895,966	27,413,183	18,178,685	29,842	447,591	363,087,695
1893	68,403	260,000	259,765	107,952	204,895	6,645	133,291,928	29,602,658	18,256,295	30,831	453,833	381,499,086
1894	69,805	260,000	259,997	128,781	195,868	6,856	135,188,256	30,842,957	15,253,586	31,597	454,746	396,809,866
1895	70,064	270,000	269,784	129,375	190,186	7,045	138,845,466	32,160,376	16,077,727	31,867	456,026	402,606,058
1896	70,360	270,000	269,827	129,180	190,187	7,408	147,420,641	35,129,984	16,446,170	32,112	463,313	409,388,424
1897	71,022	345,000	341,958	122,305	229,171	7,573	151,494,242	36,745,140	16,256,663	32,491	470,032	420,850,479
1898	73,570	320,000	319,043	128,412	[1]283,017	7,999	158,741,558	39,173,626	16,454,166	33,795	480,462	434,332,692
1899	75,000	275,000	274,642	118,909	[2]194,178	8,388	177,960,571	41,557,132	16,929,896	34,298	496,949	445,744,845

[1] Including those made at the mail-bag repair shop.
[2] Exclusive of the following articles, furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 900 No. 0 and 1,000 No. 1 foreign registered sacks.

U.—*Statement of work done in the mail-bag repair shop and mail-bag storehouse during fiscal year ended June 30, 1899.*

MAIL-BAG REPAIR SHOP.

	On hand July 1, 1898.	Received during the year.	Total.	Repaired during the year.	Made during the year.	Condemned during the year.	Total.	Balance on hand July 1, 1899.
Pouches:								
No. 2	567	67,615	68,182	62,409	12	5,701	68,122	60
No. 3	268	47,777	48,045	42,241		5,776	48,017	28
No. 4	179	30,421	30,600	27,270		3,298	30,568	32
No. 5	105	7,983	8,088	5,786		1,829	7,615	473
Through registered pouches:								
No. 1	77	1,888	1,965	469	405	57	931	1,034
No. 2	101	1,983	2,084	1,016	215	117	1,348	736
No. 3	8	172	180	5	25		30	150
Catcher pouches	800	74,531	75,331	71,027		3,928	74,955	376
Horse mail bags:								
No. 1	23	4,412	4,435	806	2,050	1,355	4,211	224
No. 2	4	1,298	1,302	298	667	331	1,296	6
No. 3	11	472	483	189	1	282	472	11
Sacks for second, third, and fourth class matter:								
No. 1	999	1,098,030	1,099,029	999,037		97,678	1,096,715	2,314
No. 2	109	105,610	105,719	95,854		9,805	105,659	60
No. 3	256	24,240	24,496	23,750		746	24,496	
Sea Island sacks	95	962	1,057	995		62	1,057	
United States foreign registered sacks:								
No. 0	24	86	110	75		35	110	
No. 1	54	239	293	211		82	293	
No. 2	4	123	127	118		9	127	
No. 3	3	42	45	41		4	45	
United States foreign canvas sacks:								
No. 0	9	381	390	362		28	390	
No. 1	20	5,831	5,851	5,493	150	208	5,851	
No. 2	16	1,694	1,710	1,653	25	32	1,710	
No. 3	38	3,277	3,315	3,157	25	133	3,315	
Domestic inner registered sacks:								
No. 2	103	1,665	1,768	1,184		416	1,600	168
No. 3		1,421	1,421	317	803	235	1,355	66
No. 4	2	63	65	7		53	60	5
Railway Mail Service waste sacks	3,714	894	4,608	2,107		592	2,699	1,909
Coin sacks								
Knapsack pouches								
Special "3 A" pouches		130	130		130		130	
Special Alaska sacks		50	50		50		50	
Special Alaska pouches		103	103		103		103	
"Queen Bee" pouches		50	50		50		50	
Pneumatic tube pouches		120	120		120		120	
Special lock pouches		43	43		43		43	
Special Railway Mail Service canvas sacks								
State Department pouches		61	61	25	36		61	
State Department label holders		72	72		72		72	
State Department straps		96	96		96		96	

U.—*Statement of work done in the mail-bag repair shop and mail-bag storehouse during fiscal year ended June 30, 1899*—Continued.

MAIL-BAG STOREHOUSE.

	On hand July 1, 1898.	Received from sundry sources.	Received from repair shop.	Total.	Shipped during the year.	Balance on hand July 1, 1899.
Pouches:						
No. 2	994	33,773	62,421	97,188	96,062	1,126
No. 3	533	25,300	42,241	68,074	67,518	556
No. 4	1,243	17,947	27,270	46,460	46,235	225
No. 5	2,828	5,610	5,786	14,224	13,810	414
Through registered pouches:						
No. 1	1,107	33	874	2,014	1,745	269
No. 2	1,006	106	1,231	2,343	2,292	51
No. 3	766	13	30	809	93	716
Catcher pouches	538	19,455	71,027	91,020	89,955	1,065
Horse mail bags:						
No. 1	54	123	2,856	3,033	2,719	314
No. 2	46	71	965	1,082	858	224
No. 3	336	51	190	577	428	149
Sacks for second, third, and fourth class matter:						
No. 1	4,603	1,006,001	999,037	2,009,641	1,993,691	15,950
No. 2	3,791	172,187	95,854	271,832	262,371	9,461
No. 3	10,150	66,516	23,750	100,416	93,400	7,016
Sea Island sacks	2,880	2,878	995	6,753	4,425	2,328
United States foreign registered sacks:						
No. 0	948	34	75	1,057	781	276
No. 1	1,700	229	211	2,140	1,890	250
No. 2	1,203	239	118	1,560	295	1,265
No. 3	1,639	62	41	1,742	175	1,567
United States foreign canvas sacks:						
No. 0	1,418	45	362	1,825	750	1,075
No. 1	4,982	2,027	5,643	12,652	7,068	5,584
No. 2	3,422	1,639	1,678	6,739	891	5,848
No. 3	3,679	950	3,182	7,811	3,529	4,282
Domestic inner registered sacks:						
No. 2	2,099	128	1,184	3,411	2,120	1,291
No. 3	12	249	1,120	1,381	901	480
No. 4	985	56	7	1,048	374	674
Railway Mail Service waste sacks	367	258	2,107	2,732	2,225	507
Coin sacks	2,876			2,876	2,000	876
Knapsack pouches	9	2		11	9	2
Special "3 A" pouches	44	203	130	377	326	51
Special Railway Mail Service canvas sacks	305	10		315	270	45
Special Alaska sacks	20		50	70	70	
Special Alaska pouches	15		103	118	117	1
"Queen Bee" pouches			50	50	50	
Pneumatic tube pouches			120	120	120	
Special lock pouches			43	43	43	
State Department pouches			61	61	61	
State Department label holders			72	72	72	
State Department straps			96	96	96	

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired; (2) the number condemned; and (3) what per cent of the mail bags was repaired and what per cent was condemned at the mail-bag repair shop during each of the last ten fiscal years.*

Fiscal year ending—	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired		322	24,382	23,829	17,290	5,843	1,575	1,162	421
Condemned		16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired		233	28,120	24,664	18,362	6,672	1,030	569	146
Condemned		3	53	97	92	67	166	139	80
June 30, 1892:									
Repaired	644	50	29,303	27,657	20,155	7,465	1,074	1,115	347
Condemned		3	68	72	63	28	97	141	63
June 30, 1893:									
Repaired		5	36,642	32,603	23,057	9,132	928	635	13
Condemned		[1] 705	126	116	109	27			
June 30, 1894:		[2]							
Repaired			51,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	([2])	25	565	525	405	238		1	15
June 30, 1895:									
Repaired			44,938	42,870	29,204	11,127	581	1,293	142
Condemned			1,763	1,782	1,384	670			
June 30, 1896:									
Repaired			47,230	42,958	27,527	11,393	1,349	1,435	253
Condemned			2,581	3,133	2,497	1,205	7	15	9
June 30, 1897:									
Repaired			49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned			1,118	1,018	1,006	392		1	1
June 30, 1898:									
Repaired			56,409	44,693	26,607	7,672	1,588	1,817	95
Condemned			8,374	7,302	5,117	3,094	184	259	74
June 30, 1899:									
Repaired			62,409	42,241	27,270	5,786	469	1,016	5
Condemned			5,701	5,776	3,298	1,829	57	117	

Fiscal year ending—	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	334	651,587	49,375	12,721				500
Condemned	2,509	535	293	93	42,540	1,882					
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,800	4,483				
Condemned	2,719	490	326	115	32,028	599	28				
June 30, 1892:											
Repaired	28,364	479	356	[3] 409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,463	283	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	267	[4] 315	1,015,854	70,987	10,972			52	
Condemned	332	351	289	116	55,938	618	71			17	
June 30, 1894:											
Repaired	45,934	536	479	257	1,042,343	86,462	6,686	94	295	61	20
Condemned	36	759	527	183	73,814	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	255	1,224,098	91,462	4,767	40	74	29	7
Condemned		696	515	243	85,320	1,648	291		6	2	4
June 30, 1896:											
Repaired	51,776	913	212	166	1,370,077	65,200	10,064	96	253	158	20
Condemned	5,239	587	348	203	159,172	6,991	233	12	100	10	2
June 30, 1897:											
Repaired	69,801	1,126	438	280	1,166,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	95,788	6,317	812	21	8	9	5
June 30, 1898:											
Repaired	63,778	1,329	302	213	935,790	83,944	19,389	146	309	122	19
Condemned	9,826	1,216	317	269	148,609	12,780	302	40	55	29	19
June 30, 1899:											
Repaired	71,027	806	298	189	999,037	95,854	23,750	75	211	118	41
Condemned	3,928	1,355	331	282	97,678	9,805	746	35	82	9	4

[1] Condemned and made over into No. 2 pouches.
[2] 220 carrier satchels and miscellaneous sacks.
[3] 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.
[4] 95 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired; (2) the number condemned; and (3) what per cent of the mail bags was repaired and what per cent was condemned at the mail-bag repair shop during each of the last ten fiscal years*—Continued.

Fiscal year ending—	United States foreign canvas sacks.				Domestic inner registered sacks.			
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3	No. 4.
June 30, 1890:								
Repaired	129	2,152	1,121		151	342	81	25
Condemned		89	56	6	28	27	9	2
June 30, 1891:								
Repaired		2,702	216	279	850	2,189	1,412	1,113
Condemned	455	981	297	142	6	21	134	63
June 30, 1892:								
Repaired	636	2,489	308	407	352	877	216	64
Condemned	39	546	76	10	157	7		
June 30, 1893:								
Repaired	30	119	23	2,911	5	949		
Condemned	18	195	47	60	[1]705	7		
June 30, 1894:								
Repaired	359	3,484	1,602	3,059		1,670	559	182
Condemned	41	291	64	195	23	319	54	20
June 30, 1895:								
Repaired	594	2,797	814	1,889		1,928	503	141
Condemned	3	82	30	125	129	1,732	862	319
June 30, 1896:								
Repaired	1,260	5,227	2,362	2,639		89	227	
Condemned	12	95	18	25		156	87	47
June 30, 1897:								
Repaired	414	4,512	1,582	2,331		1,346	431	695
Condemned	33	31	48	112		654	325	151
June 30, 1898:								
Repaired	342	3,613	1,383	1,323		1,809	796	13
Condemned	10	59	4	64		865	345	195
June 30, 1899:								
Repaired	362	5,493	1,653	3,157		1,184	317	7
Condemned	28	208	32	133		416	235	53

Fiscal year ending—	Boyle pouches.	Sea-Island sacks.	Knapsack pouches.	Railway Mail Service waste sacks.	Special Railway Mail Service canvas sacks.	State Department pouches.	Special sacks.	Total number of mail bags repaired and condemned each year.	Percentage of mail bags repaired and condemned each year.
June 30, 1890:									
Repaired								810,956	94.27
Condemned								49,280	5.73
June 30, 1891:									
Repaired								1,227,550	96.91
Condemned								39.051	3.09
June 30, 1892:									
Repaired								1,249,825	89.63
Condemned								144,663	10.37
June 30, 1893:									
Repaired								1,244,083	95.41
Condemned								59,842	4.59
June 30, 1894:									
Repaired	277							1,338,970	94.38
Condemned								79,718	5.62
June 30, 1895:									
Repaired	250	7,038		10,190			1,051	1,528,187	93.96
Condemned								97,604	6.04
June 30, 1896:									
Repaired		184		37		34		1,643,139	89.99
Condemned								182,823	10.01
June 30, 1897:									
Repaired		93				33		1,465,107	92.93
Condemned		12						111,466	7.07
June 30, 1898:									
Repaired		13	6	640	2,505	19		1,256,684	86.30
Condemned		23	3					199,434	13.69
June 30, 1899:									
Repaired		995		2,107		25		1,345,902	91.02
Condemned				592				132,792	8.98

[1] Condemned and made over into No. 2 sacks.

W.—*Table showing the number of each size of various kinds of mail bags and locks used by the post-office at New York, N. Y., during each month of the fiscal year ended June 30, 1899.*

Month.	Pouches.				Through registered pouches.		
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
July, 1898	18,539	37,260	24,286	8,114	2,217	1,730	
August, 1898	18,764	35,071	25,844	7,426	2,165	1,645	10
September, 1898	17,795	34,870	24,395	6,512	2,125	1,730	
October, 1898	18,659	34,646	24,591	6,420	2,270	1,925	
November, 1898	17,884	35,521	24,750	6,584	2,136	1,856	
December, 1898	20,659	35,911	23,501	6,608	2,390	2,002	
January, 1899	20,584	35,007	22,888	6,206	2,178	1,988	
February, 1899	18,578	31,212	22,896	5,795	2,000	1,853	
March, 1899	21,464	36,530	25,491	6,749	2,250	1,915	
April, 1899	18,684	31,919	22,026	5,910	2,101	1,809	
May, 1899	19,947	34,402	25,725	6,654	2,294	1,918	
June, 1899	19,154	33,107	22,513	4,928	2,164	1,855	
Total	230,711	415,456	288,906	77,906	26,290	22,226	10
Grand total	1,012,979				48,526		

Month.	Catcher pouches.	Horse mail bags.			Inner registered sacks.		
		No. 1.	No. 2.	No. 3.	No. 2.	No. 3.	No. 4.
July, 1898	3,435				494	885	476
August, 1898	3,419	1			510	755	505
September, 1898	3,437				592	668	499
October, 1898	3,494	1			641	665	548
November, 1898	3,552				721	881	647
December, 1898	4,141				751	725	505
January, 1899	4,250				792	717	427
February, 1899	4,344				626	631	504
March, 1899	4,801				737	631	502
April, 1899	4,330				730	554	446
May, 1899	4,574				756	588	547
June, 1899	4,606				772	622	491
Total	48,383	2			8,122	8,322	6,097
Grand total	48,383	2			22,541		

Month.	Sacks for second, third, and fourth class matter.			Sea Island sacks.	Foreign canvas sacks.			
	No. 1.	No. 2.	No. 3.		No. 0.	No. 1.	No. 2.	No. 3.
July, 1898	423,890	14,880	966		260	9,744	3,313	1,794
August, 1898	443,944	22,949	1,425		384	10,063	3,811	1,820
September, 1898	440,679	20,596	1,102		256	9,085	2,688	1,785
October, 1898	460,528	26,552	1,515	26	315	10,226	3,800	1,875
November, 1898	442,199	23,262	1,587	29	306	9,882	3,009	1,802
December, 1898	460,158	29,604	1,416	27	230	12,807	4,428	1,907
January, 1899	426,186	29,071	1,643	13	413	10,864	3,442	1,876
February, 1899	415,912	27,993	1,390	31	170	9,635	3,457	1,668
March, 1899	460,553	32,754	2,416	44	318	10,934	4,088	1,748
April, 1899	446,716	29,112	3,682	1,186	419	11,198	4,335	1,694
May, 1899	444,619	35,438	3,058	204	420	12,568	4,775	1,665
June, 1899	447,319	27,867	1,633	63	240	10,704	3,747	1,646
Total	5,312,703	320,078	21,833	1,623	3,731	127,710	44,893	21,280
Grand total	5,656,237			1,623	197,614			

W.—*Table showing the number of each size of various kinds of mail bags and locks used by the post-office at New York, N. Y., etc.*—Continued.

Month.	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1898	155	842	101		5,638	83,654
August, 1898	115	1,015	70		5,646	85,571
September, 1898	235	1,060			5,565	82,368
October, 1898	180	1,215	50	9	5,887	81,433
November, 1898	414	978	13	14	5,734	81,362
December, 1898	195	1,327	20		6,423	83,110
January, 1899	60	1,080	20	40	6,052	78,465
February, 1899	65	785	20	20	5,477	75,231
March, 1899	270	1,155			5,957	84,134
April, 1899	230	1,350		20	5,629	76,986
May, 1899	325	1,460	20		5,942	84,262
June, 1899	235	1,315			5,923	75,409
Total	2,479	13,582	314	103	69,873	972,035
Grand total	16,478				1,041,908	

X.—*Table showing amount of mail equipment issued by each of the eight grand depository offices during the fiscal year ended June 30, 1899.*

	Sea-island sacks.	Pouches.				Through registered pouches.		
		No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
Atlanta, Ga		21,891	8,699	5,055	2,494	429	7,813	
Boston, Mass		116,646	223,685	187,107	36,453	2,018	11,678	1,815
Chicago, Ill		346,073	150,472	55,643	11,653	5,998	35,915	7
Cincinnati, Ohio		40,375	41,396	36,918	25,050	1,003	16,361	1,060
New York, N. Y	1,623	230,711	415,456	288,906	77,906	26,290	22,226	10
St. Louis, Mo		59,745	45,615	13,511	1,242	17,700	18,104	1
St. Paul, Minn		42,431	28,298	12,023	317	1,108	6,633	
San Francisco, Cal		65,890	76,999	11,245	199	1,912	5,293	317
Total	1,623	923,762	990,620	610,413	155,314	56,458	124,023	3,210
Grand total	1,623	2,680,109				183,691		

	Catcher pouches.	Inner registered sacks.			Sacks for second, third, and fourth class matter.		
		No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
Atlanta, Ga	7,237	3,516	4	3	199,597	3,032	1,190
Boston, Mass	12,531	9,583	10,063	520	1,810,044	41,540	9,484
Chicago, Ill	17,016	13,875			2,245,707	28,084	11,306
Cincinnati, Ohio	12,072	3,452	3,917	5,515	850,163	15,882	5,830
New York, N. Y	48,383	8,122	8,322	6,097	5,312,703	320,078	21,833
St. Louis, Mo	9,807	22,483	21	4	1,239,345	96,120	50
St. Paul, Minn	2,323	4,818			567,027	9,818	
San Francisco, Cal	10,297	14,418	443	32	737,053	9,359	1,740
Total	119,666	80,267	22,770	12,171	12,961,639	523,913	51,433
Grand total	119,666	155,208			13,538,608		

	Horse mail bags.			Foreign canvas sacks.			
	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
Atlanta, Ga	2	39	23				
Boston, Mass				1,144	5,466	4,296	
Chicago, Ill				1,836	4,260	2,641	3,696
Cincinnati, Ohio	52						
New York, N. Y	2			3,731	127,710	44,893	21,280
St. Louis, Mo	34	20	21	98	1,194	2,072	5,329
St. Paul, Minn			4				
San Francisco, Cal	15			294	11,296	1,048	1,762
Total	105	59	48	7,103	150,026	54,950	32,067
Grand total	212			244,146			

X.—*Table showing amount of mail equipment issued by each of the eight grand depository offices during the fiscal year ended June 30, 1899*—Continued.

	Foreign registered sacks.				Mail locks.	
	No 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga.					11,786	44,710
Boston, Mass	25	316	1,614	1,550	15,524	543,848
Chicago, Ill.					54,216	505,260
Cincinnati, Ohio					31,308	132,359
New York, N. Y	2,479	13,582	814	103	69,873	972,035
St. Louis, Mo					57,492	105,229
St. Paul, Minn					12,328	83,367
San Francisco, Cal.	271	829	158	33	22,348	152,849
Total	2,775	14,727	2,086	1,686	274,875	2,539,657
Grand total	21,274				2,814,532	

Y.—*Number of United States mail pouches and sacks in service June 30, 1899.*

	In use July 1, 1897.	In use July 1, 1898.	Furnished under contract during year.	Made at repair shop during year.	Total.	Condemned and retired from service.	Sold to Cuban postal administration.	In use July 1, 1899.
Pouches:								
No. 2	64,664	62,315	9,534	12	71,861	5,701	100	66,060
No. 3	62,467	61,176	8,600		69,776	5,776	200	63,800
No. 4	46,548	46,431	4,000		50,431	3,298	100	47,033
No. 5	11,979	11,885			11,885	1,829	100	9,956
Through registered pouches:								
No. 1	2,495	2,411		405	2,816	57	5	2,754
No. 2	3,836	3,882		215	4,097	117	20	3,960
No. 3	2,267	2,193		25	2,218		25	2,193
Catcher pouches	29,146	31,820	6,000		37,820	3,928		33,892
Horse mail bags:								
No. 1	4,915	4,505		2,050	6,555	1,355		5,200
No. 2	1,456	1,399		667	2,066	331	49	1,686
No. 3	1,618	1,349		1	1,350	282	51	1,017
Sacks for second, third, and fourth class matter:								
No. 1	416,711	475,167	140,000		615,167	97,678	2,000	515,489
No. 2	61,608	68,671	16,000		84,671	9,805		74,866
No. 3	45,271	44,969	6,000		50,969	746	500	49,723
Inner registered sacks:								
No. 1	57	57			57			57
No. 2	3,451	3,586			3,586	416		3,170
No. 3	2,390	2,148		803	2,951	235		2,716
No. 4	1,338	1,143			1,143	53		1,090
Foreign canvas sacks:								
No. 0	1,668	3,658			3,658	28		3,630
No. 1	15,356	20,297		150	20,447	208	50	20,189
No. 2	7,927	12,923		25	12,948	32	25	12,891
No. 3	12,595	12,531		25	12,556	133	25	12,398
Foreign registered sacks:								
No. 0	3,717	6,177	900		7,077	35		7,042
No. 1	9,403	9,348	1,000		10,348	82		10,266
No. 2	1,907	1,878			1,878	9		1,869
No. 3	2,483	2,464			2,464	4		2,460
Coin sacks	20,780	26,556						26,556
Sea Island sacks	14,790	14,755			14,755	62		14,693
Knapsack pouches		20			20			20
Sacks for letter boxes		133			133			133
Special sacks for Alaska		160		50	210			210
Special pouches for Alaska		40		103	143			143
Special "3 A" pouches for Army		220		130	350		100	250
Special No. 3 sacks, strung		150			150			150
Special Railway Mail Service waste sacks		12,000			12,000	592		11,408
Special Railway Mail Service canvas sacks (for railway post-office clerks)		2,505			2,505			2,505
"Queen Bee" pouches				50	50			50
Pneumatic tube pouches				120	120			120
Special lock pouches				43	43			43

Z.—Statement of condemned material sold at the mail equipment shops during fiscal year ended June 30, 1899.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
			Pounds.		
Lewis Hopfenmaier	Aug. 10, 1898	Condemned jute	33,488	63 cents per 100 pounds.	$210.97
F. Coit Johnson	July 28, 1898	Condemned jute heads with rings.	20,790	50 cents per 100 pounds.	103.95
Lewis Hopfenmaier	Aug. 23, 1898	Condemned string	5,512	47½ cents per 100 pounds.	26.18
Do	do	Condemned scrap canvas	2,009	$2.26 per 100 pounds.	45.40
By advertisement	Sept. 7, 1898	Condemned brass	10,300½	7½ cents per pound	772.54
Do	Oct. 6, 1898	Condemned yellow brass	91	7½ cents per pound	6.55
Do	Sept. 7, 1898	Condemned rolled bronze	118	8 cents per pound	10.03
Do	Aug. 24, 1898	Condemned cast bronze	693	8½ cents per pound	58.91
Do	do	Condemned copper	5	9½ cents per pound	.49
Do	Sept. 1, 1898	Condemned phosphor bronze wire.	376	8 cents per pound	30.08
Do	Oct. 6, 1898	Condemned cold-rolled steel.	6,632	$\frac{21}{100}$ cent per pound	13.93
Do	Sept. 1, 1898	Condemned wire and pins.	1,289	25 cents per 100 pounds.	3.22
Do	Oct. 6, 1898	Condemned castings and drillings.	4,576	$\frac{21}{100}$ cent per pound	9.61
Do	Sept. 1, 1898	Condemned iron and steel.	1,679	21½ cents per 100 pounds.	3.61
Do	Oct. 6, 1898	Condemned cast iron	447	$\frac{21}{100}$ cent per pound	.94
Do	do	Condemned German silver.	47	8 cents per pound	3.76
Do	do	Condemned obsolete keys (broken up).	445	$\frac{21}{100}$ cent per pound	.93
Do	Sept. 7, 1898	Condemned clean brass grommets.	8,003	7½ cents per pound	600.23
Do	Sept. 1, 1898	Condemned dirty brass grommets.	810	4½ cents per pound	37.46
Do	Sept. 7, 1898	Condemned label cases	992	7½ cents per pound	74.40
Do	Oct. 6, 1898	Condemned iron staples	14,404	$\frac{21}{100}$ cent per pound	37 45
Do	Sept. 1, 1898	Condemned scrap iron	979	21 cents per 100 pounds.	2.06
Do	Oct. 6, 1898	Condemned pot-metal burrs.	1,799	$\frac{26}{100}$ cent per pound	4.68
Do	do	Condemned double burrs.	910	do	2.37
Do	do	Condemned steel label cases.	310	do	.81
Wm. B. O'Connor	Aug. 11, 1898	Condemned scrap leather.	4,618	$3.27½ per 100 pounds	151.24
Lewis Hopfenmaier	Sept. 10, 1898	Condemned clean canvas	9,327	$2.26 per 100 pounds	210 79
Do	Oct. 10, 1898	Condemned jute	25,062	63 cents per 100 pounds.	157.89
Do	Oct. 11, 1898	do	5,014	do	31.58
Do	do	do	18,040	do	113 65
Do	do	Condemned clean canvas	2,094	$2.26 per 100 pounds.	47.32
Do	do	Condemned string	1,252	47½ cents per 100 pounds.	5.95
F. Coit Johnson	Oct. 28, 1898	Condemned jute heads with rings.	15,620	50 cents per 100 pounds.	78.10
By advertisement	Nov. 1, 1898	Condemned scrap leather.	2,000	$3.27½ per 100 pounds	65.50
Do	Nov. 10, 1898	do	12,922	do	423.20
Lewis Hopfenmaier	Nov. 19, 1898	Condemned jute	32,077	63 cents per 100 pounds.	202.09
Do	Dec. 30, 1898	do	18,621	do	117.31
Do	do	Condemned clean canvas	7,663	$2.26 per 100 pounds.	173.18
Do	do	Condemned string	2,108	47½ cents per 100 pounds.	10.01
By advertisement	Jan. 10, 1899	Condemned white canvas	905	$3.60 per 100 pounds.	32.58
Do	do	Condemned drab canvas	4,608	$2.50 per 100 pounds.	115.20
Do	Jan. 14, 1899	Condemned scrap-iron bands.	2,541	15 cents per 100 pounds.	3.81
Lewis Hopfenmaier	Jan. 30, 1899	Condemned jute	26,623	63 cents per 100 pounds.	167.72
F. Coit Johnson	Mar. 21, 1899	Condemned jute heads with rings.	12,869	50 cents per 100 pounds.	64.35
Lewis Hopfenmaier	Jan. 30, 1899	Condemned clean canvas	3,585	$2.26 per 100 pounds.	81.02
Do	do	Condemned string	614	47½ cents per 100 pounds.	2.92
By advertisement	Apr. 24, 1899	Condemned scrap leather	7,289	$65.50 per ton	238.71
Lewis Hopfenmaier	Mar. 10, 1899	Condemned jute	21,704	63 cents per 100 pounds.	136.74
Do	Apr. 14, 1899	Condemned clean canvas	3,944	$2.26 per 100 pounds.	89.13

Z.—*Statement of condemned material sold at the mail equipment shops, etc.*—Continued.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
			Po2nds.		
F. Coit Johnson....	Mar. 21, 1899	Condemned jute heads with rings.	1,869	50 cents per 100 pounds.	$64.34
Lewis Hopfenmaier	Mar. 15, 1899	Condemned string.....	1,267	47½ cents per 100 pounds.	6.02
Do.....	Mar. 10, 1899	Condemned jute.....	21,704	63 cents per 100 pounds.	136.73
Wm. B. O'Connor ..	Mar. 30, 1899	Condemned scrap leather	4,000	$65.50 per ton	131.00
By advertisement..		Six condemned dies, 6 punches, parts of drawing die consisting of 2 side pieces, plunger, punch, and gauges, 1 punching die without punch 1 die and punch for raising metal around hole, 1 die and punch for corrugating. 1 die and 2 punches for turning edges, 1 blanking die without punch.	204	$13.26 for lot	13.26
Lewis Hopfenmaier	Apr. 14, 1899	Condemned jute.....	31,288	63 cents per 100 pounds.	197.11
Do.....	Apr. 15, 1899	Condemned clean canvas	3,944	$2.26 per 100 pounds.	89.13
Do.....	do	Condemned string.....	1,266	47½ cents per 100 pounds.	6.01
Do.....	May 26, 1899	Condemned jute.....	28,652	63 cents per 100 pounds.	180.51
Do.....	do	Condemned clean canvas	5,719	$2.26 per 100 pounds.	129.25
Do.....	do	Condemned string.....	1,016	47½ cents per 100 pounds.	4.83
By advertisement..	July 3, 1899	Condemned drab duck ..	4,476	$2.60 per 100 pounds.	116.38
Do.....	do	Condemned cotton rope ends.	36	$1.75 per 100 pounds.	.63
Do.....	do	Condemned tar rope ends	335	50 cents per 100 pounds.	1.68
Do.....	do	Condemned scrap iron...	1,492	20 cents per 100 pounds.	2.98
Wm. B. O'Connor ..	June 19, 1899	Condemned scrap leather	3,000	$3.27½ per 100 pounds	98.25
Lewis Hopfenmaier	June 27, 1899	Condemned jute.....	25,365	63 cents per 100 pounds.	159.80
Do.....	do	Condemned clean canvas	3,574	$2.26 per 100 pounds.	80.77
Do.....	do	Condemned string.....	920	47½ cents per 100 pounds.	4.37
F. Coit Johnson....	June 28, 1899	Condemned jute heads with rings.	17,350	50 cents per 100 pounds.	86.75
Wm. B. O'Connor ..	June 30, 1899	Condemned scrap leather	6,732	$65.50 per ton	220.47

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL

FOR

1899.

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GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL FOR 1899.

POST-OFFICE DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 26, 1899.

SIR: I have the honor to submit herewith my annual report of the operations of the Railway Mail Service for the year ended June 30, 1899, consisting of statistical tables showing the extent of the service, number of clerks, miles run, mail distributed, examinations passed, errors made in distribution, casualties, comparisons with former years, etc., a statement of the cost of the service during the past fiscal year, the probable cost during the present fiscal year, and estimates of the amounts necessary to maintain the service during the year ending June 30, 1901, together with such remarks and recommendations as seem to me proper at this time.

NUMBER OF LINES AND CLERKS.

There were in operation on the 30th of June, 1899, 130 full railway post-office lines, manned by 1,597 crews, aggregating 4,775 clerks (including 24 acting clerks); 1,051 apartment railway post-office lines, manned by 2,655 crews, aggregating 2,887 clerks (including 21 acting clerks); 39 electric and cable car lines, with 103 crews and 76 clerks (including 7 acting clerks); 48 steamboat lines, with 74 crews and 76 clerks (including 22 acting clerks); making a total of 1,268 lines of all kinds, manned by 7,814 clerks, which only covers the working force of the lines. In addition, there were 342 transfer clerks employed in handling the mails at important junction points, and 304 clerks detailed to clerical duty in the various offices of the service, making a grand total of 8,460 clerks appointed to the service, an increase during the year of 386 clerks, as shown by the following table:

Year.	Employed on railroad lines.	Employed on steamboat lines	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1898	7,281	64	112	327	290	[1]8,074
1899	7,662	76	76	342	304	[2]8,460
Increase	381	12	[3]36	15	14	386

[1] Including 76 acting clerks. [2] Including 74 acting clerks. [3] Decrease.

MILEAGE.

The miles of railroad covered by full railway post-office lines was 45,901.41; by apartment railway post-office lines, 111,625.17; by electric and cable car lines, 385.36; by steamboat lines, 19,835.06; making a total mileage of 177,747 covered by railway post-office service. The annual miles run by crews in full railway post-office lines was 80,369,803; by crews in apartment railway post-office lines, 108,920,132; by crews in electric and cable car lines, 1,829,160; by crews in steamboat lines, 2,410,047; making a total of 193,529,142 miles of railway post-office service. In addition to this there was closed-pouch service on 19,937.78 miles of railroad, with an annual mileage traveled of 23,258,831; the same character of service on 1,569.71 miles of electric and cable lines, the annual mileage of which was 2,974,813; and 11,334.18 miles of closed-pouch service on steamboat lines, with an annual mileage of 1,976,981; making a total annual mileage of 28,210,625 for closed-pouch service. In addition to the above there were 75,042,503 miles of service by express pouches on other than railway post-office trains on lines on which there was service by clerks. This makes a grand total of 296,782,270 miles of service for the year by railroad, electric and cable, and steamboat lines.

EQUIPMENT.

There were at the close of the fiscal year under consideration 729 whole cars in use and 192 in reserve, 2,046 apartments in cars in use and 539 in reserve, making a total of 3,506 cars and apartments on railroad lines; in addition to this there were 63 cars on electric and cable lines and 71 apartments on steamboat lines, making a total of 3,640 whole cars and apartments.

MAIL DISTRIBUTED.

There were 7,118,422,840 pieces of first-class matter handled by railway postal clerks during the year closed, and 6,233,569,885 pieces of second, third, and fourth class matter, making a total of 13,351,992,725 pieces exclusive of registered matter. Of registered matter there were handled 15,866,847 packages and cases, 1,063,049 through-registered pouches and 607,162 inner-registered sacks, making in all 17,537,058.

The following table will show the number of clerks assigned to lines, the amount of mail handled, the number of errors in distribution, with the per cent of increase or decrease, for a period of ten years:

Year ended June 30—	Number of clerks.[1]	Per cent of increase.	Pieces of mail matter distributed.	Per cent of increase.	Errors in distribution.	Per cent.		Pieces correct to each error.	Per cent.	
						Increase.	Decrease.		Increase.	Decrease.
1888....	5,094		6,528,772,060		1,765,821			3,694		
1889....	5,448	6.95	7,026,837,130	7.63	1,777,295	0.66		3,954	7.04	
1890....	5,836	7.12	7,847,723,600	10.26	2,769,245	55.81		2,834		28.33
1891....	6,032	3.36	8,546,370,090	8.90	2,005,973		27.56	4,261	50.35	
1892....	6,417	6.38	9,227,816,090	7.97	1,658,457		17.32	5,564	30.58	
1893....	6,645	3.55	9,772,075,810	5.90	1,367,880		17.52	7,144	28.40	
1894....	6,852	3.10	10,033,973,790	2.62	1,281,094		6.34	7,831	9.62	
1895....	7,045	2.82	10,377,875,040	3.43	1,166,682		9	8,894	13.57	
1896....	7,408	5.15	11,166,323,240	7.60	1,134,411		2.76	9,843	10.67	
1897....	7,573	2.23	11,571,540,680	3.63	967,538		14.71	11,960	21.51	
1898....	7,999	5.62	12,225,706,220	5.65	1,172,433	21.17		10,428		12.81
1899....	8,388	4.86	[2]13,351,992,725	[3]4.96	1,312,388	11.94		10,174		2.43

[1] Acting clerks not included in this table.
[2] Including 519,870,465 pieces of city mail.
[3] Per cent of increase figured on amount of mail distributed, exclusive of that separated for city delivery.

ERRORS IN DISTRIBUTION.

The above table also shows that there were 1,312,388 errors in distribution charged against railway postal clerks during the year as against 1,172,433 for last year, an increase of 11.94 per cent. There were 816,784 errors in distribution checked against post-offices, a decrease as compared with last year of 13,818, or about 1.66 per cent.

The following table will show the missent and misdirected matter for the years ended June 30, 1898 and 1899:

Matter.	Year ended June 30—		Decrease.	Increase.
	1898.	1899.		
Missent:				
Letter packages	20,326	22,039		1,713
Pouches	2,306	2,722		416
Sacks	3,415	3,656		241
Registered packages	636	815		179
Registered pouches and inner registered sacks	62	69		7
Misdirected:				
Letter packages	2,464	2,678		214
Pouches	654	630	24	
Sacks	1,414	1,537		123

Table G[8] shows the errors in distribution in post-offices of the first and second classes, and the recapitulation shows the errors made by all the post-offices.

NIXIES.

The number of pieces of mail matter so illegibly addressed as to require special attention before delivery could be effected, or which could not be delivered at all, was 14,606,085. This is an increase over last year of 1,102,599. Of the 14,606,085 pieces handled, 7,724,946 were returned to writers or corrected and forwarded to destinations, the balance being sent to the Dead Letter Office or otherwise disposed of in accordance with the regulations.

CASE EXAMINATION.

There were 18,983 examinations of permanent railway postal clerks. The number of cards handled was 20,823,137, of which 98.73 per cent were handled correctly. Last year's report shows 20,738 examinations, 22,328,414 cards handled, 97.95 per cent correctly. The probationary clerks passed 1,211 examinations, handling 1,209,278 cards, 98.21 per cent correctly. Last year this class of clerks passed 1,161 examinations, handling 1,023,831 cards, 98.19 per cent correctly.

The following is a statement of the examinations of permanent and probationary clerks combined for a period of ten years:

Year ended June 30—	Examinations.	Cards handled.	Correctly handled.	Per cent correct.	Average number of cards per examination.
1890	16,084	17,998,156	16,059,814	90.24	1,107
1891	14,119	15,830,849	14,625,727	92.29	1,121
1892	16,670	18,127,114	17,126,604	94.48	1,088
1893	15,676	17,796,280	16,958,511	95.29	1,135
1894	19,512	22,193,083	21,483,375	96.80	1,137
1895	19,522	22,589,860	22,065,337	97.68	1,157
1896	19,531	22,159,757	21,722,913	98.03	1,135
1897	21,078	23,241,488	22,868,753	98.40	1,103
1898	21,899	23,352,245	22,976,326	98.30	1,066
1899	20,194	22,082,415	21,747,729	98.71	1,091

In addition to the above, there were 2,082 examinations made by substitutes. The number of cards handled was 1,918,111, of which 98.43 per cent were handled correctly. Last year there were 1,526 examinations, and 1,388,606 cards handled, with 98.21 per cent correct.

CASUALTIES.

The following is a statement of casualties from 1875 to 1899:

Year ended June 30—	Total clerks.	Casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875	2,238		1		
1876	2,415		1		
1877	2,500	27	2	10	4
1878	2,608	36	2	15	8
1879	2,609	35	3	14	13
1880	2,946	26		14	15
1881	3,177	62	7	15	22
1882	3,570	83	3	16	20
1883	3,855	114	1	35	42
1884	3,963	154	7	28	60
1885	4,387	102	2	35	65
1886	4,573	211		56	60
1887	4,851	244	5	45	72
1888	5,094	248	4	63	45
1889	5,448	193	10	95	40
1890	5,886	261	4	41	53
1891	6,032	219	13	68	84
1892	6,417	345	5	60	112
1893	6,645	403	10	66	115
1894	6,856	362	4	48	99
1895	7,045	497	7	50	128
1896	7,408	495	5	47	65
1897	7,573	589	14	33	75
1898	7,999	597	7	34	146
1899	8,388	799	6	50	162

The table shows that during the past twenty-three years there have occurred to railway post-offices 6,783 casualties, in which 82 clerks were killed, 938 seriously and 1,500 slightly injured. The casualties have increased year by year, but much the largest increase for any one year is chargeable to the one under review, which is credited with 799, or 202 more than for the preceding year, which was 597, and 210 more than for 1897. The death loss for 1899 was 1 less than for 1898, and 8 less than for 1897; but the number seriously injured exceeds the record of 1898 by 24, and 1897 by 25, and those slightly injured during 1899 outnumber those for 1898 by 17 and for 1897 by 87.

The great improvements made in car construction have had a tendency to lessen the evil effects of accidents; but experience does not justify the hope that the methods of railroad construction, management, and car building—progressive though they are—will advance to such a state of perfection as to overcome the disastrous influences of wind and flood, fire and frost, lapses of the memory, misunderstandings of orders, and the acts of the lawless and vicious, and we therefore must expect to receive from time to time notifications of wrecks in which some of our expert clerks have met death or received injuries disabling them for life, conditions which in most cases yield a harvest of deprivation or absolute want to their dependents. The clerk who is killed at his post is no longer the breadwinner of the family; his wages cease with his life. He who is permanently disabled draws a salary for a brief period, and then the relative position of the support and the dependent is reversed, to the grief and discomfort of all.

Under present laws the Post-Office Department can not extend finan-

cial aid to the dependents of a dead clerk, but it can carry one who has been disabled while in the discharge of his official duties one year with pay and an acting clerk unless he recovers and returns to duty sooner, and in this way assist his dependents. This is done in accordance with section 962, Postal Laws and Regulations, 1893, which reads as follows:

In case a clerk shall be disabled while in the actual discharge of his duties as such by a railroad or other accident, he shall send to his division superintendent a certificate of his attending physician or surgeon, sworn to before an officer authorized to administer oaths, who has an official seal, setting forth the nature, extent, and cause of his disability and the probable duration of the same. The division superintendent will forward the certificate, with his recommendation, to the General Superintendent of the Railway Mail Service, who will make his recommendation thereon and submit the case to the Postmaster-General, who may, in his discretion, grant such disabled clerk leave of absence with pay for periods of not exceeding sixty days each and not exceeding one year in all. A sworn certificate from the attending physician must accompany every application for additional leave.

Recommendation has been made annually for several years that Congress authorize the Postmaster General to pay to the widow and minor children of each railway postal clerk killed while in the discharge of his official duties the sum of $1,000, and that this sum be paid from the fund reverting to the appropriation for clerk hire in the railway post-office service through deductions in the salaries of clerks for failures to perform duty and for reasons of a disciplinary character, and that in the event of the sum total derived from this source being insufficient to cover the expenditures that may become necessary on this account, he be authorized to make up the deficiency from the regular appropriation for clerk hire.

The sum of $20,683.91 was paid during the year under consideration to acting clerks for discharging the duties of regular clerks disabled in accidents, and who were therefore entitled to the benefits of section 962, Postal Laws and Regulations.

The consideration thus shown these employees is a recognition of their worth as public servants, and of the high character of their employment, which is most creditable to the Government and complimentary to them and to the service; but those who have witnessed the havoc wrought in the physical manhood of the splendid corps which builded the excellent service we enjoy today can not relinquish the belief that further provision should be made for the comforts or necessities of these men after they have become incapacitated for further labor because of injuries received in line of duty or from many years of toil in an occupation demanding earnest study, great mental and physical exertion, exposure to contagious diseases, nervous shocks, irregular but honorable modes of life, in short, most of those conditions which tear down while providing but few calculated to build up.

This office has earnestly and respectfully urged annually for nine years legislation capable of accomplishing this object without imposing any burden upon the Government. The appeal has been and is to the lawmaking power to authorize the service to help itself; in other words, to open the way for the gleaners to garner into the storehouse of their Government the food and raiment wherewith they may be fed and clothed when they can no longer work in the field.

It were well for the employees of this service to bear in mind that the liability to accidental death, or to incapacity for further service on account of injuries or for other causes incident to their occupation, is not dependent upon length of service; that one who has served but a brief period and anticipates long service, advancement in class, and a future that is not wholly undesirable, who sees when he wakes and in

his dreams a loving wife and smiling children comfortably provided for in a modest home of their own, is surrounded with the same elements of disaster as his comrade who has grown gray in service, and is as liable to be killed or injured before his hopes and dreams are realized. If this is true, and the records of the service demonstrate its accuracy, why is it not the part of wisdom for the young and the old to join in advocating a measure which is calculated to provide their loved ones after their death or incapacity with the necessities, if not comforts, they were so pleased to surround them with during life and health?

To illustrate the hazardous nature of the service, and to show that the advocacy of a relief measure is not so much wadding used to fill up a report, and to please those of the service who are near the border separating time from eternity, there is given here records of a very few of the casualties that have occurred since 1890:

On April 18, 1891, New York and Chicago R. P. O., train No. 14, collided with an express train at Kipton Station, Ohio. The accident was caused by the express train being eight minutes late and not able to make the siding at Kipton, the regular passing point. Clerks F. F. Clement, F. J. Nugent, J. J. Bowerfind, James McKinley, and Charles Hamill were instantly killed and Acting Clerk C. L. McDowell was so badly injured that he died only two hours after the accident. Clerk J. H. Bolens was slightly injured by inhaling steam and being struck in the side by falling débris. Of the three mail cars one was totally demolished, nothing remaining except the roof, and another had one end stove in.

On May 7, 1891, Pittsburg and St. Louis R. P. O., train No. 9, collided with an express train at Tuscarawas, Ohio. Clerk C. D. Rogers was injured in the head, left hip and leg; Clerk D. L. Wright's right arm was badly bruised; Clerk J. W. Crouch, shoulder dislocated; Clerk C. H. Lee, rib broken, also bone in his right hand; Clerk Otto Miller, head cut, hip badly injured, and hurt internally.

On June 15, 1891, train No. 18, San Francisco and Los Angeles R. P. O., was wrecked 1 mile east of Port Costa, Cal., by colliding with a gravel train. Both engines were completely demolished and the mail car almost wholly telescoped. Substitute Clerk Charles H. Spurgeon was jammed between the tender of the engine and side of the mail car and fearfully crushed and scalded. He died about three hours after the accident. Clerk William A. Daggett was severely scalded from the chest down; left eye so seriously injured that he will lose the sight of it; left ankle crushed and body and limbs considerably bruised. Clerk Karl C. Partridge, upper lip and chin lacerated, both knees and both ankles and left elbow injured, and slight scalp wound.

On September 17, 1891, train No. 1, Cheyenne and Huntington R. P. O., collided with Cheyenne and Huntington No. 2, to which was attached the car of the Butte City and Ogden R. P. O., at Portneuf Station, Idaho, at 3.55 a. m. The car of train No. 2 was completely demolished and the car of the Butte City and Ogden R. P. O. badly wrecked. Clerk Theo. F. Wedemeyer was instantly killed, and Clerks Howard A. Lyon and Thorwald Larson severely injured. Clerk A. E. Shinn was slightly injured.

On January 20, 1892, train No. 4, Albuquerque and Los Angeles R. P. O., collided with an excursion train just east of Blue Water Station, N. Mex., at 12.18 a. m. Clerk A. S. Grant and Acting Clerk C. C. Rhodes were seriously injured. The mail car was completely demolished and the mail was buried under the débris.

On May 1, 1892, train No. 4, Pacific Junction and McCook R. P. O., ran into a washed-out culvert at 6.30 a. m., near Crete, Nebr. The engine plunged into the culvert and the mail car leaped clear over the engine and, landing 50 feet beyond, was totally demolished. Clerks F. H. Cole, E. B. Holt, F. A. Holt, and F. L. Keller were seriously injured.

On March 31, 1892, train No. 6, Atlanta and New Orleans R. P. O., collided with the rear end of a freight train near Evergreen, Ala., between 3 and 4 a. m. The tender of the engine telescoped the letter end of the postal car some 5 feet and the baggage car telescoped the through end of mail car up to within a few feet of the catcher doors. Clerks T. W. Lindsay and R. G. Campbell were slightly injured. Two mail weighers, R. M. Lyon and J. D. Thomas, were in the rear end of the mail car. Lyon was instantly killed and Thomas seriously injured.

On September 1, 1892, New York and Chicago R. P. O., train 21 ran into an open draw at New Hamburg, N. Y., at 6.15 a. m. Clerk H. Cain was instantly killed and Clerk M. E. Toomey seriously injured. Clerks S. M. Potter, T. W. Johnson, L. Zorn, J. V. Cutler, F. B. Holley, R. H. Ditton, and F. W. Decker were slightly injured. The letter end of the car was badly wrecked.

On September 21, 1892, train No. 8, Pittsburg and Chicago R. P. O., collided with a freight train near Shreve, Ohio, about 2 a. m. Clerks George C. Mann, J. D. Patterson, and D. E. Reese were instantly killed, and Clerk H. S. Allen, although not hurt in the collision, was pinned down by timbers and burned alive. Clerk Joseph Ade was seriously injured.

September 21, 1892, train No. 8, Kansas City and Pueblo R. P. O., was derailed about 3 a. m. midway between Barkley and Osage Junction, Kans. Engine, postal car, and other cars were ditched. The postal car turned bottom upwards over the engine, and the other cars piled on top and around it. Clerks S. G. Kelley, J. B. Oberlin, and H. S. Foster were seriously injured.

March 17, 1893, train No. 2, Omaha and Ogden R. P. O., collided near Piedmont, Wyo., with an engine standing on the side track. Both locomotives were entirely demolished and forward end of first postal car badly wrecked. Substitute Clerk B. F. Guy was seriously injured, having one leg cut off below the knee. Clerks C. I. Smith and Robert H. Beare were slightly injured.

May 7, 1893, Chicago and Cincinnati R. P. O., train 12, while entering the depot at Lafayette, Ind., at 2 a. m., got beyond the control of the engineer and, jumping the track at a frog, dashed into the depot, partially wrecking it and nearly all of the train. The letter car landed on the engine and the paper car fell beside it. Clerks C. H. Meyers, A. R. Chadwick, and J. H. Long were killed and Clerks C. A. Wissell, A. W. Carnahan, and J. N. Vickery were seriously injured. Clerk L. A. Wetzler was slightly hurt.

July 25, 1893, train No. 101, Boston, Providence and New York R. P. O., was wrecked at Dodgeville, Mass., at 12.46 a. m., by striking a freight car on a side track. Clerk C. J. Miller was instantly killed, Clerks E. C. Murfey and Robert A. Gray seriously injured and Clerks C. D. Buckingham and G. W. Hodgkins slightly. The forward postal car was demolished and the rear car considerably damaged.

May 12, 1894, Chicago, Monon and Cincinnati and Chicago and Louisville mail apartments which were carried on the Louisville, New Albany and Chicago R. P. O., train 33–5, as far as Monon, Ind., were demolished in a wreck caused by running into an open switch 2 miles east of Hammond, Ind., at 9.30 a. m. Clerk W. H. Wilkinson, of the Chicago, Monon and Cincinnati R. P. O., and Clerk J. M. Hose, of the Chicago and Louisville R. P. O., were seriously injured. Clerk J. W. Kelly, of the Chicago and Louisville R. P. O., was slightly injured.

June 9, 1894, train No. 20, Pittsburg and St. Louis R. P. O., was wrecked 1 mile east of Pocahontas, Ill., at 9.10 a. m. The mail cars were almost completely destroyed. Clerks C. G. Unversaw, Oscar Van Horn, H. W. B. Routson, J. B. Humes, J. M. Barnett, H. B. Albaugh, and T. H. Riley were seriously injured.

July 19, 1894, train No. 4, Chicago and St. Louis R. P. O., was derailed near Summit, Ill., at 9.45 p. m. The postal car left the track and was thrown down an embankment 16 feet high and landed on its side. Clerks A. C. Behr, R. H. Maltimore, Irving M. Clarke, William C. Eaton, and George S. Foster, were severely injured.

July 23, 1894, trains 5 and 6, Texarkana and Laredo R. P. O., collided on a curve near Queen City, Tex., at 2.34 p. m. Clerks Edward Bee, Charles Holland, and M. Volz were killed and Clerk George D. Bean severely injured; he died February 8, 1895, from the effects of his injuries. One postal car, 1 baggage car, and 1 express car in each train were telescoped from end to end.

August 20, 1894, train No. 1, Pittsburg and St. Louis R. P. O., was derailed about 1½ miles east of Pocahontas, Ill., at 6 p. m. Clerks W. L. Boyd, O. T. Schoen, and C. F. Adams were severely injured, and Clerks E. E. Jones and J. W. McCune slightly.

September 29, 1894, train No. 42, Toledo and St. Louis R. P. O., was wrecked ¼ mile from Maumee, Ohio, at 8.42 a. m., caused by defective switch or switch which had been tampered with. The letter and paper mail cars were totally wrecked. Clerk J. S. Dalton was severely injured. Clerks Charles Holland, F. D. Prevost, W. T. Coffin, W. D. McKorkle, and J. W. Creamer were more or less bruised.

October 7, 1894, train No. 5, Bristol and Chattanooga R. P. O., was wrecked 3 miles south of Bristol at 1.10 p. m. Clerks C. H. Markwood and A. J. Tucker were severely injured.

November 7, 1894, train No. 5, Baltimore and Pittsburg R. P. O., was wrecked at 5.40 p. m., at Rosensteel's Siding, 2 miles east of Rockwood, Pa., by head-end collision with a cattle train. Clerks J. L. Pierce and I. D. De Grange were instantly killed, and Clerks C. A. Hooton and F. A. Williamson severely injured. The postal car was entirely demolished.

December 3, 1894, train No. 4, Rouses Point and Albany R. P. O., was wrecked about 1½ miles north of Port Henry, N. Y., about 1 p. m. Clerk T. H. Rouse was killed and the mail apartment demolished and thrown into Lake Champlain.

May 17, 1895, train No. 23, Charleston and Jacksonville R. P. O., was wrecked 2 miles south of Jacksonboro, S. C., caused by rails being removed from the rack by tramps. The mail car was precipitated down a 15-foot embankment in a swamp, turning over on top. Clerks John M. Metts and W. M. Dye were seriously injured.

October 24, 1895, train No. 7, New York and Pittsburg R. P. O., was wrecked near Newport, Pa., about 2 a. m., by running into a wrecked freight train. The wreck took fire, and four of the six postal cars were entirely destroyed. Clerks E. A. Chamberlin and E. S. Colville were severely injured, and Clerks J. I. Campbell, B. L. Brand, C. E. Woodruff, M. S. Groff, and George Gilmour slightly injured.

November 3, 1895, train No. 103, Pittsburg, Wheeling and Cincinnati R. P. O., was wrecked about 9 a. m., near Elm Grove, W. Va., by broken flange on the truck of the combination mail car. Clerks W. W. Smith and J. D. Stanton were severely injured.

November 19, 1895, train 6, New York and Chicago R. P. O., was wrecked near Rome, N. Y., about 4.20 a. m. Clerk M. J. McCarthy was severely injured, and Clerks E. Reardon, J. E. Lavin, F. N. Paddock, R. B. Peck, C. W. Sackett, and C. H. Burton slightly injured.

November 25, 1895, train No. 1, La Junta and Albuquerque R. P. O., was wrecked by head-end collision with freight train at Shoemaker station, 8 miles north of Watrous, N. Mex., about 4 p. m. Clerks H. S. Russell and F. D. Pitney were killed.

January 4, 1896, train No. 2, Grafton and Cincinnati R P. O., ran into an open switch at Schooleys, Ohio, at 9.45 p. m., and collided with a freight train standing on a siding. Clerk J. C. Edgerton was injured to such an extent that he died on the 18th of the same month. Clerks S. A. Williamson and J. D. Murphy were severely injured.

January 22, 1896, train No. 21, Pittsburg and St. Louis R. P. O., was wrecked near South Charleston, Ohio, at 8.15 a. m. Clerk John Torrence was injured so badly that he died from his injuries February 7. Clerks W. P. Wallace and George J. Ulam were severely injured and M. H. Davis slightly.

February 9, 1896, Denver and Silver Plume R. P. O., was wrecked near Georgetown, Colo., at 11.50 a. m., by being blown from the track by wind. Combination mail and baggage car went over an embankment into the creek. Clerk W. P. Pigg was severely injured.

March 7, 1896, train No. 3, Los Angeles and National City R. P. O., was derailed at 9.30 p. m., near Delmar, Cal.; cause, broken flange on trucks of tender. Postal car was thrown down an embankment 10 feet high. Clerk C. B. McKenzie was severely injured.

April 1, 1896, train No. 17, Savannah and Montgomery R. P. O., fell through a burning trestle 3 miles west of Lumpkin Ga., about 4.20 p. m. Clerk J. D. Aaron was severely injured.

August 1, 1896, train No. 501, Gilman and Springfield R. P. O., collided with an express train east of Clinton, Ill., at 8.20 a. m.; cause, mistake in orders. Clerk W. D. Baker was fatally injured, dying at 5 p. m. same day.

August 15, 1896, train No. 1, Grafton and Cincinnati R. P. O., collided with a freight train half mile east of Torch, W. Va., at 3 18 a. m. Clerks J. W. Organ and S. C. Cooper were severely injured and W. W. Wild slightly.

October 4, 1896, train No. 2, Kansas City and La Junta R. P. O., was wrecked near Peterson, Kans., about 5 a. m. Cause, boiler of engine exploding. Clerk H. S. Foster was severely injured and Clerk R. O. Magee slightly.

October 14, 1896, trains 35 and 36, Columbia and Jacksonville R. P. O., collided 22 miles south of Columbia, S. C., at 3.15 a. m. Mail cars on both trains were totally wrecked, the one on 35 being consumed by fire. Clerk L. A. Thomas was burned in the wreck, only a few charred bones being recovered. Clerk D. F. James was severely injured.

December 18, 1896, train No. 3, Grafton and Cincinnati R. P. O., was wrecked at 1.30 p. m., near Hamden Junction, Ohio. Clerk M. V. King was killed and Clerk O. H. Smith so badly injured that he died on the 20th of the same month. Clerk Frank E. Shannon was severely injured.

January 11, 1897, train No. 4, St. Paul and Minot R. P. O., was wrecked near Carlisle, Minn., at 1.15 p. m. Cause, spreading of rails. Clerks C. G. Thompson and E. H. O'Rourke were severely injured.

February 22, 1897, train No. 1, Hinton and Cincinnati R. P. O., was derailed by running into washout near Springville, Ky., at 4.47 a. m. Clerks J. W. Connor, F. A. Braley, and John L. Gayle were severely injured.

March 5, 1897, train No. 4, St. Louis and Kansas City R. P. O., was wrecked near St. Aubert, the postal car being telescoped by tender of engine, and immediately took fire and burned. Clerks W. A. Rosenberger and E. S. Vance were pinioned in the débris, Vance succeeded in extricating himself, but Rosenberger was cremated alive; only part of his body was found.

April 11, 1897, trains 36 and 11, Washington and Charlotte R. P. O., were wrecked by collision at Harrisburg, N. C., at 11.15 a. m. Clerk T. C. Benton was caught under the engine of his train and so badly mangled and scalded that he died at 1.44 p. m.

April 22, 1897, train 37, Atlanta and New Orleans R. P. O., was wrecked near Garland, Ala., at 12.30 a. m. Cause, breaking down of a small trestle. Clerks A. D. Eaton, L. H. Jones, and David Livingston were severely injured.

June 26, 1897, train 6, St. Louis, Moberly and Kansas City R. P. O., was wrecked near Missouri City, Mo., at 7.05 p. m. The entire crew, consisting of Clerks O. M. Smith, F. M. Brink, G. A. Smith, jr., J. W. Salwaenter, and W. S. Miles, were almost instantly killed.

June 30, 1897, train No. 6, Pittsburg and St. Louis R. P. O., was wrecked at Vandalia, Ill., at 12.41 a. m. Cause, collision. Clerk R. T. Shimer was instantly killed. Clerks S. I. Parkinson and E. B. Fosdick were severely injured and Guy D. May and S. C. Henry, and C. E. Gilbert slightly.

September 8, 1897, trains No. 1 and 118, Kansas City and La Junta R. P. O., collided near Emporia, Kans, at 7.35 p. m. The postal car on train 1 was demolished and burned. Clerks M. J. McGlade and Ralph A. Doran were killed. Clerks W. F. Jones, C. I. Holaday, and R. O. McGee were seriously injured and E. C. Fletcher slightly.

September 10, 1897, train No. 1, Denver and Ogden R. P. O., was wrecked near Newcastle, Colo., at 12.10 a. m.; cause, collision. Mail car and contents destroyed by fire. Clerk James F. Keenan was either crushed to death or burned alive.

September 16, 1897, train No. 5–15, St. Louis and Council Bluffs R. P. O., was wrecked near Keytesville, Mo., at 2.45 a. m.; cause, collision. Postal car wrecked. Clerk Edward Gaines was killed. Clerks H. F. Lawrence, Chauncie Hones, and J. F. Bacon were slightly injured.

September 20, 1897, train No. 3, Kansas City and Caldwell R. P. O., was wrecked near Muncie, Kans., at 9.05 p. m.; cause, collision. Clerks R. D. Newby, C. M. Webb, and E. L. Bowles were slightly injured.

December 16, 1897, train No. 3, Chicago and Evansville R. P. O., was wrecked at Clinton, Ind., at 4.58 a. m.; cause, collision. The postal car was thrown down a 30-foot embankment. Clerks W. F. Rabb and Harry Cadwallader were seriously injured.

December 24, 1897, train No. 6, Lynchburg and Bristol R. P. O., was wrecked at 11.55 p. m. near Pulaski City, Va. The postal car was completely wrecked. Clerk Rives Hoffman was killed and Clerk H. C. Meredith was fatally injured.

April 15, 1898, train 54, St. Louis and Texarkana R. P. O., was wrecked at St. Louis, Mo., at 6.45 p. m.; cause, derailment of the engine. Clerks W. C. Raub, J. D. Farmer, B. Callahan, E. J. Kern, W. L. Craig, John W. Reilly, and J. V. Huffmaster were seriously injured.

June 19, 1898, train No. 4, Lynchburg and Bristol R. P. O., was wrecked near Shawsville, Va., at 12.45 p. m.; cause, derailment of train. Clerk A. S. Francis was killed and Clerk J. V. Gill seriously injured.

August 8, 1898, train No. 70, Boston, Providence and New York R. P. O., was wrecked at Canton Junction, Mass., at 5.10 a. m.; cause, defective switch. Clerks C. A. Buckland, L. H. Butterfield, W. A. Seymour, J. E. Killilea, C. S. Ranger, P. C. Carroll, E. D. Thomson, D. F. Hunt, jr., and Substitute Clerk Isaac Hyman were seriously injured and Clerks T. F. Deveney and W. F. La Count slightly.

August 15, 1898, train No. 4, Scottsville and Gallatin R. P. O., was derailed near Westmoreland, Tenn. Clerk W. R. Staples, jr., jumped or fell from the car and was killed, his body being decapitated by the wheels of the car.

September 9, 1898, train No. 2, Atlanta, Macon and Montgomery R. P. O., was wrecked at Lovejoy, Ga., at 8.30 a. m. Clerks W. M. Monroe and F. H. Hill were seriously injured.

October 6, 1898, train No. 15, Ishpeming and Chicago R. P. O., was wrecked near Cudahy, Wis., at 12.15 a. m.; cause, collision. Clerk J. C. Redford was seriously injured and Clerks J. M. Delaney and P. J. Garbrecht slightly.

October 16, 1898, train No. 20, El Paso and Los Angeles R. P. O., was wrecked near Glamis Station at 12.45 p. m.; cause, sand drifting on track. Clerk George F. Kellogg was killed.

December 21, 1898, train No. 14, New York and Pittsburg R. P. O., was wrecked near Colonia, N. J., about 7.10 a. m.; cause, second section telescoping the first. Clerks J. G. Gray, G. T. Robinson, and C. D. Ewing were severely injured.

On February 6, 1899, trains 1 and 6, Port Huron and Chicago R. P. O., collided at Imlay City, Mich., about 6 a. m. Clerks E. E. Reed and T. E. Stewart were killed. Clerk C. S. Stombaugh was seriously injured and Clerk B. C. Ellis slightly.

February 16, 1899, train No. 16, Ishpeming and Chicago R. P. O., was wrecked in a collision near Milwaukee, Wis., at 9.05 p. m. Clerks Mark B. Billings, F. H. Smith, and Substitute Clerk H. H. Curtis were severely injured.

March 5, 1899, train No. 10, New York and Chicago R. P. O., was wrecked at Westfield, N. Y., at 10.50 p. m.; cause, collision. Clerks T. H. Mitchell, R. S. Weidler, Asa Perin, L. L. Griffin, John Titterington, and A. R. Carr were seriously injured.

March 17, 1899, train No. 3, Kansas City and Caldwell R. P. O., was wrecked at Volland, Kans., at 12.52 a. m.; cause, spreading of the rails. Clerks W. S. Means, R. A. Swartz, and J. W. Gilges were seriously injured.

March 30, 1899, train No. 20, Council Bluffs and Kansas City R. P. O., was wrecked near Parkville, Mo., at 3.30 p. m.; cause, spreading of the rails. Clerks E. Hendee,

A. K. Wolfe, and C. E. Cale were seriously injured and Mail Weigher C. M. Davis, slightly.

June 5, 1899, train No. 57, Chicago and Minneapolis R. P. O., was wrecked at West Salem, Wis., at 4.15 a. m.; cause, collision. Clerks Charles F. Hall, W. R. Langan, Henry M. Lawrence, George Thompson, and Arthur Donaire were seriously injured.

It is true that the casualties given above are the most serious that have occurred since 1890, but hundreds of clerks have been seriously injured, and more than a thousand slightly in accidents not mentioned in this list. More than enough, however, have been mentioned to show the hazardous character of the service and to impress upon the minds of most men the need for action that will make the condition of these employees and their dependents more tolerable after the blow has fallen than is possible under present conditions. It is hoped that the young and the old will appreciate this. The young men of the service have a greater interest in such a relief measure as will be recommended in this report than the old, for they have, or expect to have families of young children growing up around them. They have in many instances gray-haired fathers and mothers wholly or in part dependent upon them, and doubtless some contribute to the support of invalid sisters and brothers. What will be the condition of these when they cease to exist or become nonsupporting themselves? This is a burning question and ought to be considered seriously and answered as becomes an intelligent American of this century.

In the judgment of this office the following relief bill, which differs very slightly from those advocated heretofore, or one similar to it, will accomplish a very desirable purpose if it receives favorable Congressional action and becomes a law:

RAILWAY MAIL SERVICE RELIEF BILL.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That beginning with the commencement of the first fiscal year after the approval of this Act, and regularly thereafter, there will be withheld from the salary of every person employed in the classified Railway Mail Service, by any title or in any capacity whatsoever, except those not paid out of the appropriation for clerk hire for said service, a sum equal to two per cent per annum of the amount of his salary, as fixed by the Postmaster-General in pursuance to law, which shall constitute a fund to be known as "The Railway Mail Service Relief Fund," and be retained in the Treasury or subtreasuries of the United States of America for the relief of injured or disabled employees of said service. For convenience of disbursement the Secretary of the Treasury may make transfers from said fund to any national bank designated as a depository of public money, or to any post-office of the first or second class. The Postmaster-General is authorized to invest said fund in such Government securities as in his judgment will bring the highest rate of interest.

SEC. 2. That the fund arising from deduction from the salaries of railway postal clerks, or fines for misdemeanors, errors, or other irregularities, be also added to the Railway Mail Service Relief Fund, and retained in the Treasury or subtreasuries of the United States, as provided for in the preceding section.

SEC. 3. That the fund provided for in the two preceding sections shall be applied to the relief of any employees referred to therein, who in the said service and in the line of duty shall be permanently disabled or injured, mentally or physically, not the result of his own vicious habits, so as to incapacitate him for the performance of further duty in said service. If said injury or disability, not apparently permanent when received or incurred, shall result in permanency within two years thereafter, the relief extended by this Act shall accrue to him from and after the ascertainment of that fact.

SEC. 4. That there shall be paid annually from said fund to each of the injured or disabled employees referred to in the preceding sections, an amount equal to forty-five per centum of the salary received on retirement, the payment in all cases to be made at such intervals as the Postmaster-General shall direct, but not less frequently than quarterly and to continue during the continuance of said disability: *Provided,* That no payments shall be made from said fund until the commencement of the

second fiscal year after the approval of this Act; nor to any employee for injuries received or disabilities incurred during his probationary period in said service.

SEC. 5. That if any employee entitled to the benefits of this Act shall be killed while in said service and in the line of duty, or shall die from the results of an injury or disability received or contracted in said service and in the line of duty, within one year from the date of receiving or contracting the same, leaving a widow or minor children under sixteen years of age, or dependent parents, any of those above named who are his legal heirs shall be paid out of said fund a sum equal to one year's salary of the class in which he last served.

SEC. 6. That any employee referred to herein, who, not having been injured or disabled as contemplated by the provisions of this Act, may, after twenty years' service continuous or otherwise, be retired, if, by reason of age or other infirmity, mental or physical, he becomes incapacitated to perform further satisfactory service, and shall, upon such retirement, be paid out of said fund during the remainder of his life an annual sum equal to that fixed in the fourth section of this Act for the class in which he last served: *Provided*, That nothing herein shall be construed as compelling the retirement of any railway postal clerk at the end of twenty years' service who is physically and mentally able to perform his duties.

SEC. 7. That from the beneficiaries of this Act who may be retired within twenty years after the date it becomes operative, as provided for in section six, the sum of two hundred dollars, less the amount paid by such beneficiary into the said fund prior to his retirement, shall be deducted from the amount due him the first year after his retirement.

SEC. 8. That it is hereby made the duty of the Postmaster-General to provide rules and regulations for the enforcement of this Act, as well as for the ascertainment of the fact of any injury or disability, and to designate any surgeon conveniently located for the purpose, at the expense of the applicant for relief, to examine the applicant and make report of his condition, and the decision of the Postmaster-General as to the fact of such injury or disability, and the degree thereof, shall be final.

This bill assumes that no clerk shall be placed on the retired list so long as he can perform acceptable work anywhere in the Railway Mail Service; that the Government will not be called upon to contribute to the fund; that every cent paid out of the fund will have been paid into it out of the salaries of the clerks; that the Postmaster-General will make and promulgate the rules and regulations necessary to the enforcement of the act, and that he will invest in United States Government bonds overplus funds.

REORGANIZATION AND RECLASSIFICATION.

This office has consistently advocated the reorganization and reclassification of the Railway Mail Service annually since 1889. It has suggested the character of legislation which it believed the growth of the service justified and the ever-increasing duties and labor of the employees indicated to be equitable. It has explained the nature of the work, shown wherein it has increased and changed, and has had the satisfaction of knowing that the measures it recommended received the approval of your office, of the Postmaster-General, and the consideration of both Houses of Congress. In 1894 a bill, known as Senate bill No. 544, passed the Senate; in 1895 a bill, known as H. R. No. 1, was introduced in the House and referred to the Committee on the Post-Office and Post-Roads, and on April 6, 1896, Senator Burrows, of Michigan, introduced in the Senate a bill which was read twice and referred to the Committee on Post-Offices and Post-Roads of the Senate.

The reasons advanced in support of the reorganization and reclassification in times past have not lost potency, nor has the desire for the success of such a measure decreased. It is hoped that it may receive the most favorable consideration possible during the next session of Congress.

PROTECTION OF CLERKS WHILE IN THE DISCHARGE OF THEIR DUTIES.

The fact that clerks have been assaulted while discharging their duties and so seriously injured as to prevent a continuance of their work, thus subjecting the mails in their custody to delays in arrival at destination, would seem to demand Congressional action. These assaults usually result from the earnest efforts made by conscientious clerks to enforce section 946, Postal Laws and Regulations of 1893, which requires them not to allow unauthorized persons to enter railway post-offices. The necessity for Congressional action is intensified because it has been found that there is no warrant of law to enable the legal representatives of the Government to prosecute the assailant. With a view of correcting this anomalous condition, this office in 1896 recommended the passage by Congress of a measure making such assaults offenses against the United States, and called attention to section 3869, page 755, of the Revised Statutes, wherein it is declared a felony to assault a letter carrier while in the discharge of his duties, and stated that a statute reading substantially as follows would afford the protection needed:

> Every person who, by violence, enters a railway post-office car or apartment assigned to the use of the Railway Mail Service, or who willfully and maliciously assaults a railway postal clerk while in the discharge of his duties as such, and every person who willfully aids or assists therein shall, for every such offense, be punishable by a fine of not less than one hundred dollars and not more than one thousand dollars, or by imprisonment for not less than one year and not more than three years.

A little later Congress convened and during that session the Hon. L. F. Livingston, of Georgia, introduced a bill—satisfactory in all respects—but, unfortunately, it did not become a law.

Considering the interests of the public, the importance of the Government protecting its employees while discharging the duties it assigns them, and that whenever a railway postal clerk is injured while in the discharge of this duty the Department allows his salary to run during the time he is incapacitated if it does not exceed one year, and employs at its expense an acting clerk to keep up the injured clerk's runs, it would seem very desirable that such a bill as has been once before Congress should be again presented for its consideration, and I so recommend.

CITY DISTRIBUTION.

During the fiscal year under review there were prepared for immediate delivery to branch offices, substations, and carriers, in railway post-offices by railway postal clerks, 519,870,465 pieces of mail matter. This, however, was but a small portion of the total number of pieces so treated. A far larger number were handled by city distributors, sent out from certain offices to meet incoming trains, but as this work was not performed by employees of this service it does not appear in its records.

Commencing with the present fiscal year, these detailed city distributors were transferred to the railway-mail service, and thereafter their work will be shown in our annual reports. That the showing will be large can not be doubted, and that the distribution will be efficient and the delivery prompt is certain, if those most interested in the quick transit of letters from the sender to the receiver cooperate in the work, and if the officers of the service—the postmasters—who come in closest touch with the patrons of the post-office make it manifest to each of

them that it will be to their advantage to include in their letter heading or address not only their street and number, but also the branch office or station, if they are not supplied by carriers from the central office, and if supplied by carrier from the central office, the number of the carrier, and to request their correspondents to address them accordingly, being careful to make the address on all communications sent out by themselves to free-delivery cities conform to these requirements.

To illustrate how the letter heading, which should be the correct address of the writer, should read, the following examples are given, it being understood that his correspondents will so address the envelopes covering letters they may write to him:

John Doe & Co.,
1314 Pennsylvania Ave.,
Carrier 9. Washington, D. C.

William Brown,
3115 P Street N. W.,
Station A. Washington, D. C.

Todd, Thomson & Co.,
744—14th Street N. W.,
Carrier 14. Washington, D. C.

Miss Marion B. Jones,
428—4th Street N. E.,
Station B. Washington, D. C.

If all who use the mails as a medium for communicating with friends, acquaintances, business firms, doctors, lawyers, etc., residing or doing business in free-delivery cities will address their letters as suggested above, they will soon realize the benefits of a quicker response, and also that the writing of the full address of their correspondent upon the envelope imposes no hardship upon them, whereas it will aid the railway postal clerks, the postmasters, city distributors, and carriers to handle the letters promptly and at less expense to the General Government.

As a rule, letters not addressed in accordance with the above suggestions can not be delivered to the addressee as promptly as those which are. The reasons why this is so are set forth clearly in a circular drawn up by the postmaster at Chicago and issued to every citizen in that city, through the medium of the carriers, on July 1, 1895. Each carrier was provided with one or more circulars for each person living on his route. The result was phenomenal; the public acted at once on the suggestions made, and in a comparatively brief time thousands who had simply written the name of the person or firm and city and State upon the envelope added the street and number and either the name of the station or the number of the carrier, as the location of the person addressed indicated. The circular referred to is so full of information and suggestions that I deem it important to quote it here:

To expedite the business of the post-office all incoming mail, with unimportant exceptions, will hereafter be distributed in the railway post-offices by clerks of the Railway Mail Service. Distribution of mail in the railway post-offices directly to carriers enables this office to promptly deliver all incoming mail. This end, however, can only be attained by the hearty cooperation of the business public. If mail is not addressed to street and number it can not be distributed to carriers by the railway postal clerks. Hence as a natural consequence distribution to carriers is delayed and work left undone until the mail reaches the Chicago post-office. Loss of time occasioned by neglect to use street and number usually makes a difference of one delivery at least in placing the mail in the hands of the letter carriers. Business men are interested in securing the immediate delivery of mail on its arrival in the city, and their interests suffer materially by the nonobservance of the rule which enjoins the addition of street and number to an address. Merchants distribute thousands of addressed envelopes yearly for the use of out-of-town customers.

Very often such envelopes contain stamps, so desirous are the senders to promote business. Such expense is incurred because it is thought to be a good investment. Many of these envelopes bear addresses like the following: "Chas. Smith & Co., Chicago, Ill."

As a means of expediting the distribution of mail on the railway post-offices such an address is of comparatively little value. The postal clerks at Minneapolis, Indianapolis, or Omaha, handling such a letter probably never heard of Smith & Co. Even if its reputation as a leading house had reached the postal clerk he would have no idea what part of Chicago its business was located in. Postal clerks do not learn distribution to firms by name. They learn it by street and number only. It is impossible for a clerk to memorize the street-number address of every business house and professional man in Chicago. Neither can he carry in his head the names of the large buildings in Chicago. He must have street and number on each envelope if his work is to have any good results and a saving in time is to be effected. Therefore when a letter addressed to "Chas. Smith & Co., Chicago, Ill.," is picked up by a postal clerk it is thrown to the pouch labeled "Chicago" to await local distribution in this office. On the other hand, take the letter properly addressed, thus, "Chas. Smith & Co., 104 Dearborn street, Chicago, Ill." The postal clerk probably does not know where Dearborn street is, and may never have been in Chicago in his life, but he knows his "scheme" and throws the letter thus addressed to carrier's district No. 36, section 1, post-office. This letter goes at once to carrier 36 when it arrives in Chicago and is delivered without delay. The other letter addressed merely "Chicago" comes in the general mail and takes its turn for distribution, remaining in the office for an hour or more after the properly addressed letter has been placed in the hands of the person for whom it was intended.

The delivery of mail fits into the arrival of incoming mail. The mail distributed on the road goes out at once by carriers. The mail merely separated on the road is held for distribution and has to await the next trip of the carrier before it can be delivered.

These facts ought to convince business men of the absolute necessity of insisting upon the use of street and number as part of the address on mail of every sort and character. Envelopes printed in any other way are practically of no value and do not expedite the delivery of mail in the least. It results, too, in giving the outside public the impression that the mere use of the word "Chicago" is sufficient, an error responsible for most of the confusion and delay in the delivery of mail.

It is estimated that more than 50 per cent of the business mail for Chicago is addressed without street and number. Under the old system by the employment of special clerks who were compelled to memorize thousands of addresses, a great deal of the mail was given partial train distribution. The volume of business together with the change in the service render the continuance of this practice impossible. The new service by its wider ramifications will give the business world greatly increased facilities in the delivery of mail from out-of-town points if the business world will only cooperate to the extent of addressing its mail properly. Where mail is not addressed by street and number, this office will not undertake to deliver it as promptly as that which is properly addressed.

Making city distribution in railway post-offices has for its object the overcoming of the time which would be lost in delivery if the work were performed after the mail arrived at the post-office of destination, and the object in having railway postal clerks make the distribution is to reduce the cost to the minimum. Where the distribution is made by clerks detailed from post-offices, they "deadhead" on an outgoing train to its meeting point with an incoming train, and perform the work while homeward bound, so that the time consumed on the outward trip is lost, whereas it is a fact that the east-bound mails are always lighter than the west bound, and as the lines must be equipped with a force large enough to finish the west-bound distribution, it follows that there is a reserve force east bound that can be employed to advantage on city distribution, and thus enable the Department to provide this improved service at a comparatively small increase of expense and without retarding the distribution of the regular mail received in railway post-offices. It is true that with respect to eastern lines terminating in such large cities as Chicago and St. Louis the above statement is not applicable, except that on their eastward trips they can take up the distribution for one or more large cities, and thus substantially extend the benefits of this class of service to cities of the second and third classes.

In some cases the city distribution is commenced hundreds of miles west of the office to be benefited by it. As an illustration: The city distribution for Chicago is made in part by the Omaha and Ogden R. P. O., which has its western terminus more than 1,500 miles from that city, and it is well done. The efficiency of the work is dependent in no small degree upon the hearty cooperation of postmasters, not only in the matter already spoken of, but in notifying the superintendents of the changes of address that occur daily in large cities, the changes in carrier routes, stations, etc., promptly in order that they may issue the necessary scheme changes to the clerks who may make the distribution.

If all those who are in authority lend their earnest assistance this method of city distribution will become a splendid success in a few months. If not, those who believe in it will work energetically to make it so, and with the conviction that they will not be disappointed, but that the work will be harder and the result longer delayed.

DESTRUCTIVE MATTER IN THE MAILS.

Section 321 of the Postal Laws and Regulations of 1893 prohibits the admission to the mails of matter of an explosive or inflammable nature, poisonous, live or dead (and not stuffed) animals, etc. That this regulation is frequently violated is well known and the necessity for some further restrictive legislation has long impressed itself upon those whose duty it is to handle the mail.

An inspection of the articles in the Dead Letter Office Museum which have been taken from the mails will, I think, convince anyone of the necessity for such action. Live tarantulas, snakes, scorpions, centipedes, and other poisonous reptiles have been sent through the mails in pasteboard and wooden boxes; loaded revolvers, gunpowder, matches, and other explosives are occasionally sent in direct violation of the law, thereby placing not only other valuable matter which may be in the mails, but the lives of those handling the mails, in imminent jeopardy. This should not be. Speaking for the Railway Mail Service alone, I think you will agree with me that the ordinary risks of railroad travel with its frequent casualties, which a clerk assumes when he enters the service, should not be augmented by dangers which he can not foresee, and which are the direct result of the unlawful use of the mails, either through carelessness or indifference.

I would therefore recommend that the attention of Congress be called to the matter, to the end that legislation may be enacted imposing a penalty, either by fine or imprisonment, upon any person who knowingly places in the mails matter of the character enumerated above which is destructive to life or property.

MAILS FOR THE ARMY AND NAVAL FORCES IN THE PHILIPPINES.

A large number of transports are employed by the Government in transporting troops and munitions of war to Manila from San Francisco. Some of these have greater speed than others, and it is not uncommon for such to overtake at Honolulu those that have left San Francisco in advance of them. These transports also carry the mail for our forces in the Philippines, and it was found after the insurrection of the natives had been in progress for some time that it was advisable to station someone at Honolulu to transfer the mails from the slow-going vessels to the fast ones in order that they might reach Manila in the quickest time possible.

By your authority Mr. J. M. Johnson, who had been chief clerk of Railway Mail Service at Los Angeles, Cal., was detailed to proceed to Honolulu, and, in conjunction with the postmaster of that city, arranged for the transfer of these mails from one vessel to another, it being found that this could not be accomplished satisfactorily without having on the ground someone authorized by the Department to attend to this work. Since this assignment was made the mails, I believe, have been forwarded with the greatest dispatch possible, and all complaints made of delays to the mails at Honolulu for the reasons given above no longer exist.

CHIEF CLERKS IN ALASKA.

By your authority W. F. Wilcox, F. G. Kimball, T. H. Pridham, and James Fish, employees of the Railway Mail Service, were assigned to duty in Alaska (at Juneau, St. Michael, Circle, and Valdez, respectively), to supervise and direct, under orders from your office, the transportation of mails by star and steamboat routes in that Territory. It has been found, I believe, that they have accomplished good work there, and have done so to the satisfaction of your office. They are all competent and experienced men, and have demonstrated the physical capacity to endure the rigors of that climate.

MAIL WEIGHING.

During the last mail weighing, as during the preceding one, the assistant superintendents of Railway Mail Service were directed to pass over the different lines for the purpose of giving instructions where necessary to those employed in taking the weights of mails, and to detect irregularities that sometimes occur when the weighings are in progress. They were very energetic and faithful in the discharge of their duties during the recent weighing, and I am satisfied that their assignment to this duty has conserved the interests of the Department in every particular.

SECOND-CLASS MAIL.

The following statement shows the total amounts of second-class mail received from publishers during the last five years. For the year 1899 it will be seen that the increase was 16.000,000 pounds over the previous year:

	Pounds.
1895	265,314,382
1896	296,640,351
1897	310,658,155
1898	336,126,338
1899	352,051,608

If to this total for the year 1899 we add the estimated amount of free county mail, namely, 62,126,754 pounds, it will bring the grand total up to 414,178,362 pounds, or 207,089 tons.

The magnitude of this can perhaps be best appreciated if we translate it into carloads. When taking the maximum of 10 tons to a postal car, it would require 20,708 cars to carry it.

Statement of second-class mail received during June, 1899.

TABLE A.—FROM POST-OFFICES IN WHICH A SIMILAR OFFICIAL COUNT WAS PREVIOUSLY TAKEN.

Post-office.	Number of publications.	Weight. Mailed at 1 cent a pound.	Weight. Free in county.	Total sacks mailed.	Per cent.	Sacks fully made up.	Per cent.	Sacks partly made up.	Per cent.	Sacks mixed.	Per cent.
New York, N.Y.:											
General post-office	811	*Pounds.* 4,476,294	*Pounds.*	95,193	100	44,845	47.1	32,152	33.8	18,196	19.1
Branch H	208	1,699,907		27,234	100	16,558	60.8	7,666	28.2	3,010	11
Combined	1,019	6,176,101		122,427	100	61,403	50.1	39,818	32.6	21,206	17.3
Chicago, Ill	629	3,577,181	2,097	86,818	100	57,242	66	22,574	26	7,002	8
St. Louis, Mo	217	1,619,879		28,031	100	13,771	49.2	3,317	11.8	10,943	39
Philadelphia, Pa	351	1,427,357		20,948	100	9,155	43.7	7,562	36.1	4,231	20.2
Boston, Mass	396	1,392,497		26,920	100	11,278	41.9	9,899	36.8	5,753	21.3
Kansas City, Mo	98	697,674	291	17,415	100	11,768	67.7	1,332	7.6	4,315	24.7
Augusta, Me	11	593,614	2,475	22,638	100	10,307	45.5	3,469	15.4	8,862	39.1
Cincinnati, Ohio	147	589,950	1,328	10,781	100	3,110	28.9	4,510	41.8	3,161	29.3
Minneapolis, Minn	133	553,181	57	11,375	100	9,186	80.8	207	1.8	1,982	17.4
San Francisco, Cal	233	463,113		13,111	100	10,349	79	1,415	10.8	1,347	10.2
Pittsburg, Pa	42	391,177	9,927	6,734	100	976	14.5	4,368	64.9	1,390	20.6
St. Paul, Minn	69	386,754		11,948	100	10,487	87.8	127	1	1,334	11.2
Milwaukee, Wis	98	365,736	6,416	9,885	100	6,908	69.9	508	5.1	2,469	25
Detroit, Mich	98	352,327	4,799	7,328	100	4,303	58.7	1,758	24	1,267	17.3
Elgin, Ill	18	322,032	1,378	4,920	100	4,731	96.2			189	3.8
Cleveland, Ohio	114	313,968	7,778	5,248	100	1,481	28.2	2,280	43.5	1,487	28.3
Springfield, Ohio	25	273,634	878	3,838	100	2,444	63.7	492	12.8	902	23.5
Denver, Colo	111	270,681	2,464	8,872	100	6,381	72	621	7	1,870	21
Baltimore, Md	140	249,160	1,636	5,236	100	2,831	54.1	1,708	32.6	697	13.3
Louisville, Ky	69	239,013	425	4,804	100	1,634	34	2,099	43.7	1,071	22.3
Atlanta, Ga	64	238,986		4,651	100	3,449	74.2	552	11.9	650	13.9
Nashville, Tenn	64	235,543	56	3,256	100	1,417	43.5	512	15.7	1,327	40.8
Washington, D.C	86	222,313		5,460	100	3,076	56.3	1,670	30.6	714	13.1
Des Moines, Iowa	62	211,858	3,572	5,626	100	3,149	56	278	4.9	2,199	39.1
Springfield, Mass	35	210,812	3,002	5,197	100	4,265	82.1	41	.7	891	17.2
Toledo, Ohio	61	155,209	215	2,972	100	1,784	60	646	21.7	542	18.3
Indianapolis, Ind	118	140,356	613	3,201	100	1,083	33.8	1,754	54.8	364	11.3
New Orleans, La	72	140,278		1,935	100	11	.7	903	46.6	1,021	52.7
Dallas, Tex	58	132,739	1,844	2,964	100	648	21.8	45	1.6	2,271	76.6
Buffalo, N.Y	79	115,514	2,530	2,137	100	220	10.3	1,097	51.4	820	38.3
Utica, N.Y	21	103,720	11,774	4,367	100	3,867	88.6	190	4.3	310	7.1
Dayton, Ohio	51	90,626	975	1,873	100	437	23.4	163	8.7	1,273	67.9
Columbus, Ohio	79	90,346	3,441	1,892	100	570	30.1	257	13.6	1,065	56.3
Richmond, Va	68	86,501		1,559	100	254	16.3	346	22.1	959	61.6
Rochester, N.Y	44	81,474	7,594	2,120	100	762	36	213	10	1,145	54
Waterville, Me	15	71,889	1,020	1,895	100	1,645	86.8	90	4.8	160	8.4
Peoria, Ill	30	69,750	5,252	910	100	443	48.7	107	11.8	360	39.5
Williamsport, Pa	13	69,148	5,143	1,495	100	1,136	76	230	15.4	129	8.6
Brooklyn, N.Y	75	68,776		1,532	100	815	53.2	237	15.5	480	31.3
Memphis, Tenn	29	57,372	275	1,087	100	129	11.8	554	51	404	37.2
Albany, N.Y	42	52,444	2,446	1,365	100	532	39	350	25.6	483	35.3
Syracuse, N.Y	30	50,982	17,274	962	100	513	53.4	231	24	218	22.6
Hartford, Conn	41	39,539	6,645	851	100	30	3.6	384	45.1	437	51.3
Portland, Me	35	38,073	8,506	1,524	100	937	61.5	420	27.6	167	10.9
Total	5,290	23,029,227	105,126	490,108	100	270,917	55.3	119,324	24.3	99,867	20.4

TABLE B.—FROM POST-OFFICES IN WHICH A SIMILAR OFFICIAL COUNT WAS NOT PREVIOUSLY TAKEN.

Omaha, Nebr	44	244,254	293	6,116	100	4,796	78.4	360	5.9	960	15.7
Lincoln, Nebr	59	172,366	1,620	3,738	100	2,058	55.1	702	18.8	978	26.1
Topeka, Kans	42	77,956	266	2,592	100	2,238	86.3	218	8.4	136	5.3
St. Joseph, Mo	29	74,600	1,193	2,407	100	1,676	69.6	40	1.7	691	28.7
*Seattle, Wash	25	72,954	735	1,480	100	924	62.5	116	7.8	440	29.7
Houston, Tex	14	70,093	18	1,414	100	1,160	82.1			254	17.9
Bangor, Me	7	58,531	15,275	1,538	100	601	39.1	7	.4	930	60.5
Grand Rapids, Mich	40	56,350	4,479	1,459	100	806	55.3	208	14.2	445	30.5
Sioux City, Iowa	24	54,878	3,736	2,557	100	2,122	83			435	17
*Portland, Oreg	43	48,056	296	996	100	683	68.6	10	1	303	30.4
Dubuque, Iowa	28	47,787	5,245	2,363	100	1,763	74.6			600	25.4
*Spokane, Wash	19	46,109	193	1,216	100	997	82	28	2.3	191	15.7

Statement of second-class mail received during June, 1899—Continued.

TABLE B.—FROM POST-OFFICES IN WHICH A SIMILAR OFFICIAL COUNT WAS NOT PREVIOUSLY TAKEN—Continued.

Post-office.	Number of publications.	Weight.		Total sacks mailed.	Per cent.	Sacks fully made up.	Per cent.	Sacks partly made up.	Per cent.	Sacks mixed.	Per cent.
		Mailed at 1 cent a pound.	Free in county.								
		Pounds.	*Pounds.*								
Quincy, Ill	34	44,810	9,677	1,265	100	579	45.8			686	54.2
Galveston, Tex	22	43,870	90	860	100	598	69.5			262	30.5
*Oakland, Cal	40	43,253	550	972	100	725	74.6	77	7.9	170	17.5
*Los Angeles, Cal.	87	41,972	5,163	1,323	100	417	31.5	529	40	377	28.5
Worcester, Mass	29	36,838	3,973	880	100	45	5.2	196	22.2	639	72.6
Cedars Rapids, Iowa	26	34,976	6,125	834	100	566	67.9	26	3.1	242	29
Providence, R. I	29	34,339	1,910	884	100	142	16.1	277	31.3	465	52.6
Battle Creek, Mich	36	32,928	377	734	100	358	48.8	61	8.3	315	42.9
Scranton, Pa	28	32,207	3,321	430	100	30	7	18	4.2	382	88.8
Jacksonville, Fla	16	31,376		2,016	100	1,812	89.9			204	10.1
Harrisburg, Pa	57	31,260	2,150	467	100	52	11.2	2	.5	413	88.3
*San Antonio, Tex	31	28,801		528	100	294	55.7	41	7.8	193	36.5
Little Rock, Ark	33	25,175		515	100			117	22.8	398	77.2
Birmingham, Ala	35	24,059	1,385	954	100	676	70.2			278	29.1
Lancaster, Pa	44	23,999	15,276	559	100	18	3.2	2		539	96.8
Elmira, N. Y	19	22,357	1,452	1,204	100	847	70.3	66	5.5	291	24.2
Manchester, N. H	8	22,247	3,822	433	100	268	61.9			165	38.1
Springfield, Ill	22	21,731	5,994	596	100	26	4.4	355	59.6	215	36
Newark, N. J	35	21,603		498	100	64	12.9			434	87.1
Saginaw, Mich	21	21,335	2,105	603	100	260	43.1	30	5	313	51.9
Chattanooga, Tenn	21	20,209	52	545	100	280	51.4			265	48.6
Troy, N. Y	32	19,956	2,090	446	100	30	6.8	44	9.8	372	83.4
Racine, Wis	10	19,566	1,165	509	100	177	34.8	222	43.6	110	21.6
New Haven, Conn	60	18,734	1,595	905	100	20	2.2	254	28.1	631	69.7
Savannah, Ga	15	17,776		442	100	155	35.1	5	1.1	282	63.8
Binghamton, N. Y	22	17,724	1,588	520	100	161	31.9	157	30.2	202	38.8
Sacramento, Cal	13	17,360	1,323	392	100	112	28.6			280	71.4
Bloomington, Ill	26	16,588	2,070	436	100	16	3.7	19	4.4	401	91.9
Knoxville, Tenn	19	16,522	1,080	240	100					240	100
Charleston, S. C	21	16,356	208	803	100	713	88.8	29	3.6	61	7.6
Rockford, Ill	24	16,185	2,418	475	100			30	6.3	445	93.7
Burlington, Iowa	14	15,117	1,293	505	100	213	42.2	89	17.6	203	40.2
Floral Park, N. Y	2	14,276	45	314	100	274	87.3			40	12.7
Lexington, Ky	21	14,121		340	100	35	10.3	52	15.3	253	74.4
Norfolk, Va	14	12,855		289	100			158	54.7	131	45.3
Reading, Pa	33	12,412	6,706	376	100	10	5.1	111	28.5	255	66.3
Council Bluffs, Iowa	17	11,748	526	254	100	30	11.9			224	88.1
Concord, N. H	17	11,272	1,577	204	100					204	100
Wheeling, W. Va	20	11,165	451	443	100	239	53.9	3	.6	201	45.5
*Tacoma, Wash	25	11,151	1,031	387	100	119	30.7			268	69.3
Waco, Tex	20	6,719	606	333	100	147	44.2	30	9	156	46.8
Fort Worth, Tex	20	5,652	366	189	100	31	16.5	2	1	156	82.5
Wichita, Kans	28	3,744	1,121	944	100	728	77.1	15	1.6	201	21.3
Montgomery, Ala	21	3,166	156	89	100	35	39.4	9	10.1	45	50.5
Total	1,541	1,973,439	123,186	54,811	100	31,126	56.8	4,715	8.6	18,970	34.6

NOTE.—At offices marked with an asterisk (*) a representative of the Department cooperated personally with the local officials among publishers during the year. Tacoma, Wash., in a subsequent count in August, 1899, showed only 27.3 per cent mixed.

Statement of second-class mail received during June, 1899—Continued.

TABLE C.—COMPARISON BETWEEN 1898 AND 1899.

Post-office.	June, 1898.		June, 1899.			
	Fully made up.	Mixed.	Fully made up.		Mixed.	
			Sacks.	Increase.	Per cent.	Decrease.
* New York:	*Sacks.*	*Per cent.*				*Per cent.*
General post-office	47,110	17.9	44,845	[2]2,265	19.1	[2]1.2
Branch H	11,459	15.6	16,558	5,099	11	4.6
Combined	58,569	17.5	61,403	2,834	17.3	.2
Chicago, Ill	58,084	10.4	57,242	[1]842	8	2.4
St. Louis, Mo	19,668	23.8	13,771	[1]5,897	39	[2]15.2
Philadelphia, Pa	10,131	18.6	9,155	[1]976	20.2	[2]1.6
Boston, Mass	10,219	23.9	11,278	1,059	21.3	[2]2.6
Kansas City, Mo	9,867	14.2	11,768	1,901	24.7	[2]10.5
* Augusta, Me	8,382	45.2	10,307	1,925	39.1	6.1
Cincinnati, Ohio	3,975	25.8	3,110	[1]860	29.3	[2]3.5
Minneapolis, Minn	12,896	12.8	9,186	[1]3,710	17.4	[2]4.6
* San Francisco, Cal	10,072	11.2	10,349	277	10.2	1
Pittsburg, Pa	1,001	14.6	976	[1]25	20.6	[2]6
St. Paul, Minn	9,285	13.4	10,487	1,202	11.2	2.2
Milwaukee, Wis	6,437	20.7	6,908	471	25	[2]4.3
Detroit, Mich	4,315	17.2	4,303	[1]12	17.3	[2].1
Elgin, Ill	4,387	3	4,731	344	3.8	[2].8
Cleveland, Ohio	1,436	22.6	1,481	25	28.3	[2]5.7
Springfield, Ohio	2,222	33.6	2,444	222	23.5	10.1
Denver, Colo	6,753	19.5	6,381	[1]372	21	[2]1.5
Baltimore, Md	1,963	14.5	2,831	868	13.3	1.2
Louisville, Ky	1,434	36.3	1,634	200	22.3	14
Atlanta, Ga	4,384	17	3,449	[1]935	13.9	3.1
Nashville, Tenn	1,373	44.9	1,417	44	40.8	4.1
Washington, D. C	2,970	22.2	3,076	106	13.1	9.1
Des Moines, Iowa	4,884	24.5	3,149	[1]1,735	39.1	[2]14.6
Springfield, Mass	4,011	19.1	4,265	254	17.2	1.9
Toledo, Ohio	1,528	17.9	1,784	256	18.3	[2].4
Indianapolis, Ind	884	14.6	1,083	199	11.3	3.3
New Orleans, La	19	78	11	[1]8	52.7	25.3
Dallas, Tex	580	75.9	648	68	76.6	[2].7
* Buffalo, N. Y	148	54.7	220	72	38.3	16.4
Utica, N. Y	3,160	8.6	3,867	707	7.1	1.5
Dayton, Ohio	438	66.1	437	[1]1	67.9	[2]1.8
* Columbus, Ohio	320	80.2	570	250	56.3	23.9
* Richmond, Va		95	254	254	61.6	33.4
* Rochester, N. Y	554	70.6	762	208	54	15.4
* Waterville, Me	1,185	12.4	1,645	460	8.4	4
Peoria, Ill	563	29.5	443	[1]120	39.5	[2]10
* Williamsport, Pa	1,191	23.2	1,136	[1]55	8.6	14.6
Brooklyn, N. Y	1,068	5.3	815	[1]253	31.3	[2]26
Memphis, Tenn	71	37.8	129	58	37.2	.6
* Albany, N. Y	495	54.9	532	37	35.3	19.6
* Syracuse, N. Y	118	85.2	513	395	22.6	62.6
* Hartford, Conn	4	94.3	30	26	51.3	43
* Portland, Me	647	52.6	937	290	10.9	41.7
Total	271,691	20.6	270,917	[1]774	20.4	.2

[1] Decrease. [2] Increase.

NOTE.—At offices marked with an asterisk (*) a representative of the Department cooperated personally with the local officials among publishers during the year.

Taking the 44 large post-offices in Table A, the average number of pounds to a sack is 47; in Table B, 44, and taking the whole 100 offices, 46.

Our statement of the number of pounds of second-class mail received from publishers in the 44 large post-offices (Table A) during the year 1899 shows, it will be seen, a falling off in the quantity of second-class mail as compared with the same month of the previous year to the extent of 1,817,387 pounds. As far as this particular month is concerned it falls behind the average for the year, which is probably owing to the fact that in June, 1898, we were in the midst of the excitement of the Spanish war, which for the time added largely to the circulation of the daily papers, and probably also of the magazines.

In regard to the "fully made-up sacks" the New York post-office shows the admirable increase of 2,834 sacks for June, 1899, over June, 1898. The following are good individual instances: One publication had 8,090 sacks, and only 113 mixed, or less than 2 per cent; one had 9,339 sacks, and only 239 mixed, or less than 3 per cent; one had 2,587 sacks, and only 103 mixed, or about 3 per cent; one had 350 sacks, and only 1 mixed.

Chicago still keeps the lead among the largest cities in the matter of good work done by publishers, there being only 8 per cent of mixed (or unseparated) mail this year, as against 10.4 per cent of the same last year. In the case of one publication there were only 15 sacks of mixed, out of a total of 3,495 sacks; and in another instance only 47 sacks of mixed, out of a total of 8,588 sacks. In respect to this particular feature, however, Baltimore is preeminent among the largest post-offices for its three largest publications, having a total of 3,924 sacks, sent in no mixed at all.

In Boston one publication sent in only 207 sacks of mixed out of a total of 5,106 sacks, or 4 per cent.

Elgin, Ill., takes the highest rank in completeness, for one publication sent in 4,731 sacks all "fully made-up;" that is, so made up that it could go at once to the trains without any delay in the post-office of origin for distribution.

In Utica, N. Y., one publication sent in 1,901 sacks, including only 10 mixed.

In Toledo, one publication sent in 1,759 sacks, including only 10 mixed.

An examination of all the statements shows that the following cities, in the order of the amount of their second-class mail business, have a record of less than 11 per cent of mixed mail:

	Per cent.		Per cent.
Chicago, Ill	8	Waterville, Me	8.4
San Francisco, Cal	10.2	Williamsport, Pa	8.6
Elgin, Ill	3.8	Portland, Me	10.9
Utica, N. Y	7.1	Jacksonville, Fla	10.1
Topeka, Kans	5.3	Charleston, S. C	7.6

SUGGESTIONS TO PUBLISHERS.

Publishers who expect to let out the mailing of their papers are requested to insert in their contracts with mail agencies a clause to the following effect:

A conditon of this contract is that the mail when sent to the post-office shall be made up by States, etc., in accordance with the instructions of the postal authorities.

LISTS OF SUBSCRIBERS (WHEN NOT ARRANGED BY ROUTES.)

In order to render it as easy as possible for publishers to send their mail to the post-office separated by States and towns, it is suggested that the lists of subscribers be arranged alphabetically by States, the towns in the same sequence under the State headings, and for the convenience of the publisher, the subscribers in the same order in the towns. If the singles are grouped separate from the club packages, it will facilitate the wrapping. In club packages one paper at least should bear the town address in addition to the name of the subscriber.

CLUB PACKAGES.

By this term is understood the making up in one bundle, either wrapped or tied, of all the papers of one publication going to one city or town. This is done by many publishers down to singles. The advantages of this are very great, and they have therefore been strongly urged upon the attention of publishers who have not yet appreciated them.

The effect of this can not be shown in the tabulated statements furnished herewith, but it is nevertheless quite as important as the separations by States. A package of 10 papers, for instance, can be thrown off in distribution as easily as a single paper, thus saving 9 motions of the arm. And we might almost double this advantage, for the single would be scattered among mail for other places, thus necessitating motions all over the distribution rack instead of motions toward one open sack. And this is not all, for the more pieces there are the more chances of missending. And, again, the 10 pieces of our illustration have to be handled over and over again on different routes before reaching destination, thus greatly multiplying the really unnecessary handling to what it would be if the papers were all in one package or, when there is enough, in one sack.

As the clerks of the postal service are the servants of the public, including the publishers, it is to the interest of the latter that the clerks shall do their work to the best advantage, and facilities in the handling of one class of mail is a help to all.

Also the less handling mail gets the better the condition in which it reaches its destination.

STATUTORY PROVISIONS.

While excellent progress is being made in the adoption of improved methods in the separation by publishers of their mail by States and cities, and in the making up of all their papers for each town in sack or package by itself, yet enough remains to be done in this direction to warrant legislation that will require it, and I therefore renew my recommendation that this be done.

It has been suggested that as an inducement to publishers to make up their mail in the best form for speedy handling and dispatch there might be different rates of postage for fully made up, partly made up, and mixed.

BADGES.

About two years ago the division superintendents of Railway Mail Service met in convention in this city, and among other matters considered by them was that of substituting a badge for the cap and badge to distinguish railway postal clerks while on duty. The matter received the careful consideration of this office, which indorsed the recommendation of the superintendents. It also met with your approval, and in the furtherance thereof you went before the House Committee on the Post-Office and Post-Roads with a request that the Department be authorized to expend a sum not exceeding $2,000 for the purchase of the badges. This authority was granted by Congress and arrangements were made for the manufacture of the badges, and they are now in use throughout the service, giving satisfaction to the clerks and relieving them from what has been to a large portion of them quite a hardship—that is, wearing a cap fitting closely to the head when on duty in their cars and

also when traveling to and from the post-office and depots at terminal points, no matter how inclement or severe the weather was. The fact that this change has been accomplished is a source of gratification to this office.

LAP SERVICE ON RAILROADS.

In my last annual report recommendation was made that a circular be prepared and sent to all railroad companies advising them that when making arrangements with another company to use its track the transportation of the mails be one of the items of the contract. This was done for the purpose of preventing friction that had occurred on several occasions in times past when a railroad company using the track of another railroad company was required to transport the mails over such track, they claiming that they were entitled to compensation for the same from the Government.

It is pleasant to know that there will be embraced in the new edition of the Postal Laws and Regulations, which is to be issued soon, a section providing, in substance, that where a company leases to another company the right to operate its trains over the track of the first-named company the first-named company shall advise the second-named company that it has a contract to carry the mails over said track, and that the Post-Office Department assumes the right to use all trains running over that track regardless of the company operating it, and that the question of compensation for carrying such mails will be a matter of adjustment between the companies and not between the companies and the Department.

MODIFICATION OF THE PROMOTION RULES.

In my last annual report this subject was presented quite fully. I have nothing to add to it, and only wish to say that nothing has occurred since that report was issued to cause this office to modify its views on the subject. What it said then it reaffirms now, and earnestly hopes that the recommendation then made will receive favorable consideration.

IMPROVEMENTS.

The improvements which have been made during the past fiscal year have been very considerable, covering nearly 27,000 miles. This has been nearly evenly divided between postal-car service and apartment-car service, 13,812.56 miles belonging to the former and 13,026.15 miles to the latter. By a reference to the statement printed under the heading "Exhibit 5" it will be seen that all sections of the country have had a part of this improved service and that the additions and extensions have been made in the order of their urgency.

The number of miles of new and improved service for the past nine years is as follows:

	Miles.		Miles.
1891	13,324	1896	26,355
1892	19,279	1897	22,717
1893	16,072	1898	17,370
1894	8,472	1899	26,838
1895	14,786		

It will be noticed that this year's record exceeds that of any year since and including 1891.

A special feature of the improvements during the past year has been

the quickening of schedules of trains on some of the important trunk lines. These expedited schedules have been provided on the through line between New York, N. Y., and San Francisco, Cal., via Buffalo, N. Y.; Pittsburg, Pa., and Chicago, Ill., and also from the latter point via St. Paul, Minn., for Portland, Oreg.; Seattle, Wash., and extreme Northwest and intermediate territory. A new fast mail service was also placed on the line between Detroit, Mich., and St. Louis, Mo., via the Wabash Railroad. This line has connection from the East via Buffalo, N. Y., and is of great benefit to the Central West and Southwest, extending far beyond Kansas City and embracing the entire State of Texas. The schedule improvements are in part as follows: Commencing with January 1, 1899, the New York Central and Lake Shore and Michigan Southern railroads quickened up the schedule of fast mail train 35, so as to leave New York at 9.15 p. m. and to arrive at Chicago at 8.30 p. m., 3 hours and 29 minutes earlier than before. The Chicago, Burlington and Quincy and Chicago and Northwestern railroads each put on an additional train to leave Chicago at 9.30 and 10 p. m., respectively, to take up the mails for the West, including those for the Pacific coast brought in by the New York and Chicago R. P. O., and arriving at Union Pacific Transfer, Iowa, at 7.55 and 8.15 a. m., connecting with the fast train leaving for the Pacific coast on the Union Pacific Railroad at 8.30 a. m. Returning, the Chicago, Burlington and Quincy Railroad put on a train, leaving Union Pacific Transfer at 3.50 p. m., after the arrival of the fast train from the Pacific coast at that point, and arriving in Chicago at 2.15 a. m., there connecting with train 32, New York Central and Lake Shore and Michigan Southern railroads, which leaves Chicago at 3.05 a. m. and arrives in New York City at 5.15 a. m., in time to connect with the first carrier delivery throughout that city. The Chicago, Burlington and Quincy Railroad also connects at Chicago with the Pittsburg and Chicago R. P. O. at 2.55 a. m., which arrives at New York City at 4.08 a. m., there making connection with the first carrier delivery for that city, and with the Boston, Providence and New York R. P. O., leaving New York at 5.01 a. m. and arriving at Boston at 12.28 p. m.

The Chicago, Milwaukee and St. Paul Railroad also put on a train, departing from Chicago at 9.55 p. m. and arriving at St. Paul at 7.55 a. m., where it makes connection with the Great Northern Railroad, leaving for the Pacific coast at 9 a. m. Its returning train, leaving St. Paul at 3.15 p. m., on arrival of train from the Pacific coast on the Great Northern Railroad, arrives at Chicago at 2.15 a. m., where it connects with the fast trains, referred to above, on the New York Central and Lake Shore and Michigan Southern railroads and the Pennsylvania Railroad for the East.

As a result of these improved schedules, the mails arrive at San Francisco 13 hours earlier than previously; Helena, 7 hours; Spokane, 8 hours; Seattle, 10 hours; Portland, 12 hours; Chicago, 3½ hours; Omaha, 8 hours; Ogden, 12 hours, and St. Paul and Minneapolis, 6 hours.

Taking effect March 26, a further reduction was made in the time of train 32, on the New York and Chicago R. P. O., so as to arrive at Albany, N. Y., about midnight, and at New York at 4 a. m., instead of at 5.15 a. m., as formerly. Connection is made at Albany with the Boston and Albany R. P. O., train 32, which arrives at Boston at 7 a. m., instead of 7.30 a. m., as previously. This change insures first carrier delivery at Boston, New York City, Brooklyn and vicinity, and a connection with the Boston, Providence and New York R. P. O.

Taking effect March 12, a new fast train (No. 18) was placed in operation between New York and and St. Louis by the Pennsylvania Company. This train is scheduled to leave St. Louis at 8.15 p. m., Pittsburg at 4.50 p. m., arriving at Harrisburg at 11.35 p. m. and New York at 4.08 a. m. The train leaving Chicago at 2.55 a. m. connects with this train at Pittsburg. The new schedule advances a large volume of mail, as it takes out of St. Louis the business mail of the day and that brought into that city by roads centering at that point, and receives a complete dispatch of mail accumulating in Chicago from 8 p. m. to 2.55 a. m., including morning papers, and reaches New York at 4.08 a. m., in time to secure first carrier delivery in the cities of New York, Brooklyn, and Jersey City, and also makes the 5.01 a. m. connection for Boston, Mass., and points beyond, by the Boston, Providence and New York R. P. O. In connection with this scedule a new train has been furnished by the railroad company, which leaves Harrisburg on arrival of train No. 18 from the West, and connects at Baltimore with New York and Washington R. P. O., train 23, arriving at Washington at 4.05 a. m. The earli. r arrival at Washington secures the first carrier delivery for the city mail, which was formerly made by the noon delivery, and in remote parts of the city not until the late afternoon delivery. Connection is also made with the Washington and Charleston R. P. O., leaving Washington at 4.30 a. m., with through postal-car connection for all Atlantic coast points as far south as Tampa, Fla.; also advancing the large accumulation of mail for eastern portions of the States of Virginia, North Carolina, South Carolina, and Georgia, and the whole State of Florida, brought to Washington by this 4.05 a. m. train.

On the same date (March 12) postal car service was placed on train 21, leaving New York at 2 p. m., reaching St. Louis at 7.12 p. m. the following day. This latter train is expected to prove of great benefit to the public dependent upon the New York and Pittsburg and Pittsburg and St. Louis lines and connections. The improvement in this latter instance does not involve a new schedule, but is accomplished by placing a postal car on train 21 from New York to Pittsburg, which train was formerly operated as an express train, and upon which only closed pouch mails were carried. By the new arrangement all offices on the line between New York and Pittsburg, including intersecting mail lines, are enabled to exchange with a railway post-office, and thus insure a quicker receipt and dispatch of mail than formerly.

A further improvement was made in the schedule of the postal-car system west of Pittsburg by the Pennsylvania Railroad Company, shortening the time of the Pittsburg and St. Louis R. P. O., train 5, so as to reach St. Louis at 1.48 p. m., instead of 3 p. m. as formerly. In connection with this, arrangements were made for a train on the St. Louis, Moberly and Kansas City R. P. O. to leave St. Louis at 2.15 p. m., reaching Kansas City at 9.30 p. m. This is a very great improvement over the former schedule, as it secures a p. m. box delivery of mail, which formerly was not available until the following morning. As train 5 has connection from the East as far as Boston, Mass., and also takes the 10 a. m. dispatch from New York, it will be readily understood that the quantity of mail is considerable and its nature important. It should not be lost sight of that in enumerating these improvements only the principal cities are mentioned, but the fact remains that the entire sections traversed by these improved and expedited trains partake fully of the benefits in common with the terminal cities.

Taking effect same date (March 12), the Northern Pacific Railroad established a new schedule which shortens the time considerably

between St. Paul, Minn., and the Pacific coast. Train No. 1 leaves St. Paul at 10.35 p. m., after the close of mail for the business day and after arrival of day trains at that point, and arrives at Butte, Mont., 10.25 a. m. third day, Spokane 9.50 p. m. third day, Tacoma 10.45 a. m. fourth day, Seattle 12.35 p. m. fourth day, and Portland, Oreg., 5.50 p. m. fourth day. The corresponding return train, No. 2, leaves Portland at 11.15 a. m., Seattle 4.25 p. m., Tacoma 5.10 p. m., Spokane 7.20 a. m. second day, Helena 10 p. m. second day, and arrives at St. Paul at 3 p. m. fourth day, there connecting with the Chicago and Minneapolis fast mail, which arrives in Chicago at 2.15 a. m., connecting with the Pittsburg and Chicago and the New York and Chicago fast mails eastbound, leaving Chicago at 2.55 a. m. and 3.02 a. m., respectively, and also connecting with the Chicago and Cairo and Chicago, Monon and Cincinnati R. P. O., leaving Chicago at 3 and 2.45 a. m., respectively.

The above schedule, in connection with the fast train on the Great Northern Railroad, affords an a. m. and a p. m. train from St. Paul for the Pacific coast with return trains, both of which arrive at St. Paul in time to connect the fast mail on the Chicago and Minneapolis line, which in turn connects the early morning trains leaving Chicago about 3 a. m. Train No. 3 of the Great Northern Railroad leaves St. Paul at 9 a. m., receiving connection from New York and the East via the Chicago and Minneapolis fast mail, arriving at St. Paul at 7.55 a. m., and reaching Helena at 7.05 p. m. second day, Spokane 7.30 a. m. third day, Seattle 10.30 p. m. third day, arriving at Portland 8.30 a. m. fourth day. The corresponding return train leaves Portland at 2.10 p. m., Seattle 4.10 p. m., Spokane 8.45 a. m. second day, Butte 8.30 p. m. second day, Helena 11.35 p. m. second day, arriving at St. Paul 2.45 p. m. fourth day.

Taking effect March 19, the Wabash Railroad put into operation a new train, leaving Buffalo, N. Y., at 8.20 p. m.; Detroit, Mich., 2.40 a. m. second day; Peru, Ind., 7.28 a. m.; Decatur, Ill., 11.20 a. m., and reaching St. Louis at 2 p. m. second day, connecting at the latter point with a new train for Kansas City, Mo., which leaves St. Louis at 2.15 p. m., arriving at Kansas City at 9.30 p. m. same day. This new train, in conjunction with train 5 of the Pennsylvania Railroad, mentioned above, delivers mails into Kansas City at 9.30 p. m. which were previously delivered there the following morning at 5 o'clock.

The above refers only to such improvements in train schedules as contribute conspicuously to the advancement of the mails between widely separated sections of the country, and incidentally gives a corresponding advantage to mails for intermediate points. These schedule improvements cover a total of 16,870 miles in railroad.

Among the improvements, aside from those above mentioned, which have been made during the fiscal year 1899, the following are considered as the more important items:

1898.—September 30, Port Tampa, Fla., and Havana, Cuba, R. P. O.—Establishment of postal clerk service to meet the demands for handling and distributing the very heavy mails to and from Cuba.

October 3, Minot, N. Dak., and Havre, Mont., R. P. O.—Establishment of a line of 50-foot postal cars, in lieu of a line 40 feet in length, between Devils Lake and Minot, N. Dak., and also a half line of 40-foot postal cars established additional over whole line between Minot and Havre. This new and improved service was necessary to afford needed facilities for the proper handling and distribution of the increased mails via the line to and from St. Paul, Minn., and the Pacific coast.

October 28, Duluth, Minn., and Grand Forks, N. Dak., R. P. O.—New

service between Duluth and Fosston, Minn., supplementing the service on the through line.

October 29, Omaha, Nebr., and Ogden, Utah, R. P. O.—A daily line of 50-foot postal cars, in lieu of a line of 40-foot cars, between Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo. This is the principal line from Omaha for the West and Northwest, and the natural and constant growth of the mails via this route needs frequent additions to the equipment to provide facilities for storage and distribution.

October 29, Kansas City, Mo., and Caldwell, Kans., R. P. O.—Establishment of a new line of 40-foot postal cars.

October 31, St. Paul, Minn., and Council Bluffs, Iowa, R. P. O.—Establishment of a daily line of 60-foot postal cars in lieu of a line 50 feet in length. This is the most important R. P. O. line between St. Paul and Council Bluffs.

November 7, San Francisco and Los Angeles, Cal., R. P. O.—The establishment of a new line via this route between San Francisco and Fresno, Cal.

November 10, Spokane and Tacoma, Wash., R. P. O.—The establishment of a new line of postal cars 50 feet in length between the points named to furnish necessary facilities in handling and distributing the mails via this very important route.

November 15, New York, N. Y., and Washington, D. C., R. P. O.—Establishment of two lines of 60-foot postal cars in lieu of two lines 40 feet in length. This being the main artery for the dispatch and receipt of mails to and from the cities mentioned, as well as for the mails to and from New England and the South, via Washington, the additional space described was found absolutely requisite to meet the requirements.

December 5, Montgomery, Ala., and Artesia, Miss., R. P. O.—Establishment of a new line of service.

December 15, Atlanta, Ga., and Birmingham, Ala., R. P. O.—Establishment of a daily line of postal cars, 40 feet in length. This addition was found necessary to reenforce former service between the points named, which had become insufficient.

December 15, Monett, Mo., and Paris, Tex., R. P. O.—Establishment of a new line of 40-foot postal cars.

December 31, Indianapolis, Ind., and Peoria, Ill., R. P. O.—Establishment of a line of postal cars 50 feet in length in lieu of a line of such cars 40 feet long.

1899.—January 5, Seattle, Wash., and Dyea, Alaska, R. P. O.—This is a new line of service, made necessary on account of the great increase in the volume of mail to and from Alaska and the States.

January 9, New York, N. Y., and Chicago, Ill., R. P. O.—Establishment of a daily line of 60-foot postal cars between Buffalo, N. Y., and Chicago, Ill. This new line of postal cars was made necessary by the growth of the through and local mails.

January 9, New Orleans, La., and Houston, Tex., R. P. O.—Establishment of a daily line of 50 foot postal cars in lieu of a line of such cars 40 feet in length. This is one of the most important postal lines in the State of Texas.

January 24, Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.—Establishment of an additional line of service, west bound only, to meet pressing demands for space and distribution facilities.

February 7, Cleveland and Cincinnati, Ohio, R. P. O.—Establishment of a daily line of postal cars 40 feet in length, made necessary by former insufficient car space.

February 18, Cleveland and Cincinnati, Ohio, R. P. O.—Establishment of a new line of service whole length of route, and also additional service between Galion and Cincinnati, Ohio.

February 18, Chicago, Ill., Monon, Ind., and Cincinnati, Ohio, R. P. O.—Establishment of a daily line of postal cars 40 feet in length.

March 3, Minneapolis, Minn., and Dubuque, Iowa, R. P. O.—Service via this route increased to twice daily instead of single daily.

March 3, Chicago, Ill., Cedar Rapids and Council Bluffs, Iowa, R. P. O.—Establishment of a half line of 40-foot postal cars over whole line. Establishment of a half line of 60-foot cars in lieu of a half line of 40-foot cars, and the establishment of a half line of 50-foot cars in lieu of a half line of 40-foot cars between Chicago, Ill., and Cedar Rapids, Iowa. Also, the establishment of a full line of 40-foot postal cars additional between Cedar Rapids, Iowa, and Union Pacific Transfer (n. o.), Iowa.

March 3, New York, N. Y., and Pittsburg, Pa., R. P. O.—Establishment of an additional daily line of 60-foot postal cars.

March 15, Washington, D. C., and Charlotte, N. C., R. P. O.—Establishment of an additional daily line of service through.

March 17, Detroit, Mich., and St. Louis, Mo., R. P. O.—The establishment of railway post-office service via the Wabash Railroad.

March 17, St. Louis, Moberly and Kansas City, Mo., R. P. O.—Establishment of a new line of service via this route.

March 17, St. Louis, Moberly and Kansas City, Mo., R. P. O.—Establishment of a whole daily line of 50-foot postal cars in lieu of a half line of such cars between St. Louis and Kansas City, Mo., via Moberly, Mo.

March 25, New York, N. Y., and Pittsburg, Pa., R. P. O.—Establishment of a new line of service between the points named.

March 23, Boston, Mass., and Troy, N. Y., R. P. O.—Establishment of a daily line of 40-foot postal cars.

March 25, Burlington, Iowa, and St. Louis, Mo., R. P. O.—Establishment of a daily line of 50-foot postal cars in lieu of a line of such cars 40 feet in length.

April 4, Pacific Junction, Iowa, and Denver, Colo., R. P. O.—Establishment of a daily line of 40-foot postal cars via this route between McCook, Nebr., and Denver, Colo.

April 12, St. Paul, Minn., and Havre, Mont., R. P. O.—Establishment of a new line of service via this route between Jamestown, N. Dak., and Logan, Mont.

June 9, Butte, Mont., and Salt Lake City, Utah, R. P. O.—Establishment of an additional line of service via this route between Butte, Mont., and Cache Junction, Utah.

July 8, New York, N. Y., and Chicago, Ill., R. P. O.—Establishment of additional service via this route between New York and Syracuse, N. Y., and also, between Rochester and Buffalo, N. Y.

July 7, St. Paul, Minn., and Helena, Mont., R. P. O.—Establishment of a daily line of 60-foot postal cars in lieu of a line of such cars 50 feet in length.

July 11, Frankfort, Mich., and Toledo, Ohio, R. P. O.—Service via this route increased to double daily.

July 12, Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.—Establishment of a daily line of postal cars via this route 40 feet in length.

July 12, Detroit, Mich., and St. Louis, Mo., R. P. O.—Establishment of a daily line of 40-foot postal cars. This is a new postal-car line and a very important addition to the service of the Middle West.

July 11, St. Louis and Kansas City, Mo., R. P. O.—Establishment of a daily line of 60-foot postal cars in lieu of a 40-foot line.

August 22, Meridian, Miss., and New Orleans, La., R. P. O.—Establishment of an additional line of service via this route between points named.

August 22, Portland, Oreg., and San Francisco, Cal., R. P. O.—Establishment of a half line of 50-foot postal cars in lieu of a half line of postal cars 40 feet in length.

August 22, Ogden, Utah, and San Francisco, Cal., R. P. O.—Establishment of a daily line of 50-foot postal cars to supersede a line 40 feet in length.

August 22, Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.—Establishment of a daily line of 40-foot postal cars via this route between Chicago, Ill., and Stevens Point, Wis.

August 22, Chicago, Ill., and St. Louis, Mo., R. P. O.—Establishment of a daily line of 50-foot postal cars to supersede a line 40 feet in length between Chicago and East St. Louis, Ill.

August 25, St. Louis and Monett, Mo., R. P. O.—Establishment of a daily line of 60-foot postal cars to supersede a 50-foot line of postal cars.

September 27, Newton, Kans., and Galveston, Tex., R. P. O.—Establishment of an additional line of service via this route between Fort Worth and Galveston, Tex.

New and improved railway post-office and apartment-car service, September 30 to December 31, 1898.

	Miles.
New railway post-office car service	1,572.26
Improved railway post-office car service	1,668.98
New apartment-car service	1,033.33
Improved apartment-car service	554.25
Total	4,828.82

1899.

New railway post-office car service	5,109.83
Improved railway post-office car service	5,461.49
New apartment-car service	7,429.20
Improved apartment-car service	4,009.37
Total	22,009.89
Grand total	26,838.71

EXHIBIT NO. 5.—*Improvements.*

Date.	Description.	Distance.
1898.		*Miles.*
Sept. 30	Port Tampa, Fla., and Havana, Cuba, R. P. O., new	337
Oct. 3	Kansas City and Osceola, Mo., R. P. O., extended to Springfield, Mo., increase	78.50
Do.	Minot, N. Dak., and Havre, Mont., R. P. O., daily line of 50-foot postal cars in lieu of 40-foot cars between Devils Lake and Minot, N. Dak., increase	117.70
Do.	Also a half line of 40-foot postal cars over whole line, new	430.41
Oct. 15	Centralia and Oceosta, Wash., R. P. O., additional service between Aberdeen and Hoquiam, Wash., increase	4.21
Do.	Sag Harbor and New York, N. Y., R. P. O., extend short run Patchogue to Center Moriches, N. Y., increase	12.40
Oct. 28	Duluth, Minn., and Grand Forks, N. Dak., R. P. O., additional service between Duluth and Fosston, Minn., new	229
	Also between Crookston, Minn., and Grand Forks, N. Dak., increase	25
Oct. 29	Omaha, Nebr., and Ogden, Utah, R. P. O., daily line of 50-foot postal cars in lieu of a line 40 feet in length between Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo., increase	518.42
Do.	Kansas City, Mo., and Caldwell, Kans., R. P. O., daily line of 40-foot postal cars, new	272.70
Oct. 31	St. Paul, Minn., and Council Bluffs, Iowa, R. P. O., daily line of 60-foot postal cars in lieu of 50-foot cars, increase	367.20
Nov. 7	San Francisco and Los Angales, Cal., R. P. O., additional service between San Francisco and Fresno, Cal., new	207
Nov. 9	Spokane, Wash., and Lewiston, Idaho, R. P. O., extend Pullman Junction (n. o.), Wash., to Lewiston, Idaho, increase	60.67

EXHIBIT No. 5.—*Improvements*—Continued.

Date.	Description.	Distance.
1898.		*Miles.*
Nov. 10	Spokane and Tacoma, Wash., R. P. O., a daily line of 50-foot postal cars, new	399.50
Nov. 15	New York, N. Y., and Washington, D. C., R. P. O., two daily lines of 60-foot postal cars in lieu of two lines 40 feet in length, increase	454.16
Nov. 25	Cameron, St. Joseph and Kansas City, Mo., R. P. O., extend from Leavenworth, Kans., increase	27.67
Nov. 29	Wheeling, W. Va., and Chicago, Ill., R. P. O., extend from Garrett, Ind., increase	150.82
Do...	Stockton and Jamestown, Cal., R. P. O., additional service between Milton and Peters, Cal., new	11.52
Do...	Stockton and Jamestown, Cal., R. P. O., extend from Oakdale, Cal., increase	41.50
Nov. 30	Redlands and Los Angeles, Cal., R. P. O., additional service between Pomona Junction (n. o.), and Ontario, Cal., increase	9.78
Dec. 5	Montgomery, Ala., and Arteaia, Miss., R. P. O., new	181.39
Dec. 15	Atlanta, Ga., and Birmingham, Ala., R. P. O., daily line of 40-foot postal cars, new	167.80
Do...	Monett, Mo., and Paris, Texas., R. P. O., daily line of 40-foot postal cars, new	301.85
Dec. 23	Detroit, Mich., and Columbus, Ohio, R. P. O., new	211.44
Dec. 31	Indianapolis, Ind., and Peoria, Ill., R. P. O., daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase	211.50

SUMMARY.

	Miles.
New railway post-office car service	1,572.26
Improved railway post-office car service	1,668.98
New apartment-car service	1,033.33
Improved apartment-car service	554.25
Total new and improved service between September 30 and December 31, 1898	4,828.82

Date.	Description.	Distance.
1899.		*Miles.*
Jan. 4	Ehrhardt and Greenpond, S. C., R. P. O., new	38.15
Jan. 5	Seattle, Wash., and Dyea, Alaska, R. P. O., new	1,043
Do...	Montauk and New York, N. Y., extend from Sag Harbor, N. Y., increase	16
Jan. 7	Calais and Washington Junction, Me., R. P. O., new	102.34
Jan. 9	Port Huron and Almont, Mich., R. P. O., new	34.60
Do...	New York, N. Y., and Chicago, Ill., R. P. O., daily line of 60-foot postal cars, new	540
Do...	New Orleans, La., and Houston, Tex., R. P. O., daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase	363.56
Jan. 10	Omaha, Nebr., and Ogden, Utah, R. P. O., daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase	518.42
Jan. 12	Monett, Mo., and Oklahoma, Okla., R. P. O., extend from Sapulpa, Ind. T., increase	103.41
Jan. 14	St. Paul, Minn., and Havre, Mont., R. P. O., additional service between Devils Lake and Churches Ferry, N. Dak., increase	18.81
Do...	Carbonado and Gate, Wash., R. P. O., extend from Olympia, Wash., increase	18.65
Jan. 24	Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O., additional line of service westbound, new	458.87
Do...	Elmira, N. Y., and Baltimore, Md., R. P. O., daily line of 50-foot postal cars in lieu of 40-foot cars between Elmira, N. Y., and Williamsport, Pa., increase	78.84
Feb. 2	Calais and Bangor, Me., R. P. O., extend from Washington Junction, Me., increase	32.49
Feb. 7	Cleveland and Cincinnati, Ohio, R. P. O., daily line of 40-foot postal cars, new	263.30
Feb. 11	Downingtown and Lancaster, Pa., R. P. O., additional daily line of service, new	41.37
Feb. 16	Chicago, Ill., and Kansas City, Mo., R. P. O., additional daily service between Galesburg and Quincy, Ill., new	99.86
Feb. 17	Chicago, Ill., Monon, Ind., and Cincinnati, Ohio., R. P. O., a daily line of 40-foot postal cars, new	307.79
Feb. 18	Cleveland and Cincinnati, Ohio, R. P. O., additional daily line of service whole length of route, new	263.92
Do...	Cleveland and Cincinnati, Ohio, R. P. O., additional service between Galion and Cincinnati, Ohio, new	183.50
Feb. 21	Wister Ind. T. and Weatherford, Okla., R. P. O., extend from Fort Reno, Okla., new	45.50
Feb. 24	Siloam Springs, Ark., and Shreveport, La., R. P. O., short run between Spiro, Ind. T., and Mena, Ark., increase	68.91
Do...	Mexico and Jefferson City, Mo., R. P. O., extend from Cedar City, Mo., increase	1.14
Feb. 25	Orangeville and Watsontown, Pa., R. P. O., additional daily line of service, new	31.37
Mar. 1	Chicago, Ill., Cedar Rapids and Council Bluffs, Iowa, R. P. O., daily half line of 40-foot postal cars, new	489.90
	Daily half line of 60-foot postal cars in lieu of a half line 40 feet in length between Chicago, Ill., and Cedar Rapids, Iowa, increase	219.40
	Daily half line of 50-foot postal cars in lieu of half line 40 feet in length between Chicago, Ill., and Cedar Rapids, Iowa, increase	219.40
	Daily line of 40-foot postal cars between Cedar Rapids and U. P. Transfer (n. o.), Iowa, new	270.50
Do...	Chicago, Ill., Elroy, Wis., and St. Paul, Minn., R. P. O., daily line of 40-foot postal cars between Chicago, Ill., and Elroy, Wis., new	204
Mar. 3	Minneapolis, Minn., and Dubuque, Iowa, R. P. O., additional daily line of service, new	264.94

EXHIBIT No. 5.—*Improvements*—Continued.

Date.	Description.	Distance.
1899.		*Miles.*
Mar. 3	New York, N. Y., and Pittsburg, Pa., R. P. O., daily line of 60-foot postal cars, new	443.45
Mar. 8	Ehrhardt and Greenpond, S. C., R. P. O., short run between Greenpond and Walterboro, S. C., increase	12.14
Mar. 15	Washington, D. C., and Charlotte, N. C., R. P. O., additional daily line, new	382.04
Mar. 17	Detroit, Mich., and St. Louis, Mo., R. P. O., additional line of daily service, new	482.87
Do...	St. Louis, Moberly, and Kansas City, Mo., additional daily line of service, new	276.77
Do...	St. Louis, Moberly, and Kansas City, Mo., R. P. O., daily line of 50-foot postal cars in lieu of a half line of such cars, increase	276.77
Mar. 18	Salt Lake City, Fairfield, and Silver City, Utah, R. P. O., new	93.39
Do...	Charleston, S. C., and Jacksonville, Fla., R. P. O., daily line of 40-foot postal cars between Waycross, Ga., and Jacksonville, Fla., increase	75.40
Mar. 25	Boston, Mass., and Troy, N. Y., R. P. O., daily line of 40-foot postal cars, new	190.29
Do...	New York, N. Y., and Pittsburg, Pa., R. P. O., additional daily line of service, new	443.20
Do...	Cleveland and Cincinnati, Ohio, R. P. O., daily line of 40-foot postal cars between Cleveland and Galion, Ohio, new	79.80
Do...	Burlington, Iowa, and St. Louis, Mo., R. P. O., daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase	221.50
Apr. 4	Pacific Junction, Iowa, and Denver, Colo., R. P. O., daily line of 40-foot postal cars between McCook, Nebr., and Denver, Colo., new	254.90
Apr. 6	Lancaster, Pa., and Frederick, Md., R. P. O., additional daily line of service, new	81.67
Apr. 7	Badaxe and Saginaw, Mich., R. P. O., additional daily line of service, new	68.10
Do...	Chicago, Ill., and Louisville, Ky., R. P. O., short run between Chicago, Ill., and Lafayette, Ind., increase	120.01
Do...	Minneapolis, Minn., and Council Bluffs, Iowa, R. P. O., daily line of 40-foot postal cars between Sioux City and U. P. Transfer (n. o.), Iowa, new	98.46
Apr. 11	Montpelier Junction (n. o.) and Barre, Vt., R. P. O., new	7.67
Apr. 12	St. Paul, Minn., and Spokane, Wash., R. P. O., short run between Jamestown, N. Dak., and Logan, Mont., increase	713
Apr. 19	Boston, Mass., and Fishkill on the Hudson, N. Y., R. P. O., short run between Hartford, Conn., and Fishkill on the Hudson, N. Y., increase	111.70
Apr. 20	Emporia and Benedict, Kans., R. P. O., extend from Madison, Kans., increase	20.43
Apr. 25	San Francisco and Los Angeles, Cal., R. P. O., additional service between Mojave and Los Angeles, Cal., increase	102.39
Apr. 26	Pacific Junction, Iowa, and Denver, Colo., R. P. O., additional service between Pacific Junction, Iowa, and Hastings, Nebr., increase	157
May 3	Boston, Mass., Providence, R. I., and New York, N. Y., R. P. O., additional service between Boston, Mass., and New London, Conn., increase	108
May 5	Newfield and Atlantic City, N. J., R. P. O., new	34.60
May 12	Sonora and Stockton, Cal., R. P. O., extend from Jamestown, Cal., increase	4.35
May 18	Millhall and Bellefonte, Pa., R. P. O., new	27.78
May 31	Kansas City, Mo., and Oxford, Nebr., R. P. O., short run between St. Joseph, Mo., and Oxford, Nebr., increase	295.60
June 1	Carlisle and Gettysburg, Pa., R. P. O., additional daily line of service, new	32.40
June 7	Fairbury, Nebr., and McFarland, Kans., R. P. O., new	137.17
June 8	Caribou and Bangor, Me., R. P. O., short run between Houlton and Bangor, Me., increase	140.81
June 9	Butte, Mont., and Salt Lake City, Utah, R. P. O., additional daily line of service between Butte, Mont., and Cache Junction, Utah, increase	348.86
June 12	Palestine and Galveston, Tex., R. P. O., additional service between Houston and Galveston, Tex., increase	50.11
June 13	East Radford, Va., and Kenova, W. Va., R. P. O., extend from Bluefield, W. Va., increase	62
June 14	Jacksonville and St. Petersburg, Fla., R. P. O., extend from Palatka and Gainesville, Fla., increase	211.43
June 16	Providence, R. I., and Willimantic, Conn., R. P. O., additional daily line of service, increase	59.04
June 17	New York, N. Y., and Chicago, Ill., R. P. O., short run between Syracuse and Rochester, N. Y., increase	81.55
Do...	Alpena and Bay City, Mich., R. P. O., additional daily line of service, new	131.65
Do...	St. Paul, Minn., and Havre, Mont., R. P. O., daily line of 60-foot postal cars between Minneapolis and St. Cloud, Minn., increase	67
June 21	Middletown and New York, N. Y., R. P. O., additional daily line of service, new	89.78
Do...	Havana and Jacksonville, Ill., R. P. O., additional daily line of service, new	42.67
June 23	Boston and Milford, Mass., R. P. O., new	33.55
June 27	Fort Smith and Mansfield, Ark., R. P. O., new	32.20
Do...	Jacksonville and Miami, Fla., R. P. O., short run between Jacksonville and Titusville, Fla., increase	154.04
Do...	Ellsworth, Wis., and St. Paul, Minn., R. P. O., short run between Hudson, Wis., and Stillwater (n. o.), Minn., increase	9.30
June 28	Ashland and Louisville, Ky., R. P. O., extend short run through, increase	144
Do...	Grafton and Huttonsville, W. Va., R. P. O., extend from Beverly, W. Va., increase	10.99
July 1	Albion and Wiscasset, Me., R. P. O., additional daily line of service, new	44.56
July 6	Albany, Kingston, and New York, N. Y., R. P. O., additional daily line of service, new	146.23
July 7	Kansas City, Mo., and Caldwell, Kans., R. P. O., daily line of 40-foot postal cars between Wichita and Caldwell, Kans., new	50
Do...	Detroit, Mich., and Chicago, Ill., R. P. O., daily line of 50-foot postal cars between Michigan City, Ind., and Chicago, Ill., new	56.17
Do...	St. Paul, Minn., and Helena, Mont., R. P. O., daily line of 60-foot postal cars in lieu of a line 50 feet in length, increase	1,131.79
July 8	New York, N. Y., and Chicago, Ill., R. P. O., additional daily service between Elyria and Toledo, Ohio, new	83.57

EXHIBIT No. 5.—*Improvements*—Continued.

Date.	Description.	Distance.
1899.		*Miles.*
July 8	West Bay City and Durand, Mich., R. P. O., additional daily line of service, new	53.47
Do	New York, N. Y., and Chicago, Ill., R. P. O., additional service between New York and Syracuse, N. Y., and also between Rochester and Buffalo, N. Y., new	359.31
Do	Boundary line (n. o.), North Dakota, and St. Paul, Minn., R. P. O., extend short run to Wahpeton, N. Dak., increase	58.44
Do	Pittsburg and Uniontown, Pa., R. P. O., additional service between West Brownsville and Uniontown, Pa., increase	17.70
July 11	Frankfort, Mich., and Toledo, Ohio, R. P. O., new line of daily service	293.35
Do	Edmore and Detroit, Mich., R. P. O. extend from Howard, Mich., increase	22.92
Do	Joliet and Pekin, Ill., R. P. O. extend from Streator, Ill., increase	52.21
Do	Detroit, Mich., and St. Louis, Mo., R. P. O., daily line of 40-foot postal cars, new	486.87
Do	St. Louis and Kansas City, Mo., R. P. O., daily line of 60-foot postal cars, in lieu of a line 40 feet in length, increase	283.10
July 12	Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O., daily line of 40-foot postal cars, new	888
July 13	Springfield and Joplin, Mo., R. P. O., new	95.75
Do	Calais and Bangor, Me., R. P. O., additional line of service between Calais and Washington Junction, Me., increase	102.24
July 14	Benton Harbor and Buchanan, Mich., R. P. O., new	27.34
Do	Kansas City and Springfield, Mo., R. P. O., new line of daily service	191.63
July 15	Butte, Mont., and Salt Lake City, Utah, R. P. O., third daily line of service between Cache Junction and Salt Lake City, Utah, increase	49
July 17	Tallulah Falls and Cornelia, Ga., R. P. O., new	21.25
July 18	Philadelphia, Pa., and Bridgeton, N. J., R. P. O., third daily line of service, new	39.70
Do	Oil City and Newcastle, Pa., R. P. O., additional daily service between Stoneboro and Newcastle, Pa., increase	35.29
July 19	Amarilla and Pecos, Tex., R. P. O., extend from Roswell, N. Mex., increase	205.06
July 26	Winston-Salem and Mooresville, N. C., R. P. O., new	55.34
July 31	Worcester, Mass., and New London, Conn., R. P. O., extend from Norwich, Conn., increase	13.35
Aug. 3	Erie, Butler, and Pittsburg, Pa., R. P. O., short run between Greenville and Butler, Pa., increase	57.40
Aug. 11	San Ramon and San Francisco, Cal., R. P. O., new	59.96
Aug. 12	Cedar Rapids, Iowa, and Sioux Falls, S. Dak., R. P. O., extend service between Lake Park, Iowa, and Ellsworth, Minn., increase	38.80
Aug. 21	Springfield, Mo., and Galena, Kans., R. P. O., extend from Joplin, Mo., increase	6.99
Aug. 22	Portland, Oreg., and San Francisco, Cal., R. P. O., daily half line of 50-foot postal cars in lieu of a half line of cars 40 feet in length, increase	767.44
Do	Ogden, Utah, and San Francisco, Cal., R. P. O., daily line of 50-foot postal cars to supersede a line of 40-foot cars, increase	828.85
Do	Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., daily line of 40-foot postal cars between Chicago, Ill., and Stevens Point, Wis	250
Do	Chicago, Ill., and St. Louis, Mo., R. P. O., daily line of 50-foot cars in lieu of 40-foot cars between Chicago and East St. Louis, Ill., increase	280.06
Aug. 23	Oroville and San Francisco, Cal., R. P. O., new	150.72
Do	Portland and Corvallis, Oreg., R. P. O., short run between Portland and Independence, Oreg., increase	76.43
Do	Meridian, Miss., and Shreveport, La., R. P. O., short run between Meridian and Vicksburg, Miss., increase	140.37
Do	Meridian, Miss., and New Orleans, La., R. P. O., additional line of daily service, new	197.77
Aug. 24	Davenport, Iowa, and St. Joseph, Mo., R. P. O., daily line of 40-foot postal cars between Trenton and St. Joseph, Mo., new	84
Aug. 25	St. Louis and Monett, Mo., R. P. O., daily line of 60-foot postal cars in lieu of a line 50 feet in length, increase	282.36
Sept. 1	San Francisco and Lomboc, Cal., R. P. O., extend from San Luis Obispo, Cal., increase	59.40
Sept. 6	Manchester and Barnard, Kans., R. P O., additional daily line of service, new	43.23
Do	Belvidere, N. J., and Philadelphia, Pa., R. P. O., additional daily line of service, new	102.54
Sept. 13	Nashville, Tenn., and Montgomery, Ala., R. P. O., short run between Nashville and Pulaski, Tenn., increase	80.60
Do	Caldwell, Kans., and Fort Worth, Tex., R. P. O., additional daily line of service between Bridgeport and Jacksboro, Tex., increase	29.04
Sept. 27	Newton, Kans., and Galveston, Tex., R. P. O., increased to twice daily between Fort Worth and Galveston, Tex., new	347

RECAPITULATION.

	Miles.
New railway post-office car service	5,099.83
Improved railway post-office car service	5,471.49
New apartment-car service	7,429.20
Improved apartment-car service	4,009.37
Total	22,009.89
Total for 1898	4,828.82
Grand total	26,838.71

ESTIMATES AND EXPENDITURES.

RAILWAY POSTAL CLERKS.

The amount appropriated for salaries of railway postal clerks for the fiscal year ended June 30, 1899, was $8,467,000. The amount expended was $8,429,980, leaving an unexpended balance of $37,020.

The annual rate of expenditure for salaries, including the amount for expenses of chief clerks while traveling on the business of the Department, was, on June 30, 1899, $8,618,732, and the appropriation for the fiscal year ending June 30, 1900, is $8,765,000, leaving a margin of $146,268 for the extension of the service, additional help on lines where the mails are increasing in quantity, promotions of clerks who are entitled to advancement under the law, etc.

The following is a statement showing the expenditures and the increase in the service for the past ten years:

Year ending June 30—	Expenditure.	Increase.
1889	$5,250,838.45	
1890	5,590,150.08	$339,311.63
1891	5,907,556.83	317,406.75
1892	6,324,973.15	417,416.32
1893	6,630,323.36	305,350.21
1894	6,871,926.99	241,603.63
1895	7,103,025.30	231,098.31
1896	7,420,647.92	317,622.62
1897	7,729,838.39	309,190.47
1898	8,066,602.54	336,764.15
1899	8,429,980.00	363,377.46

We were unfortunate last year in having our estimate cut by $42,000, which, however, later on was restored, but so late in the year that only $5,000 of the same could be utilized. The condition of the service at the time was in quite an unsatisfactory state. Requests were coming in for additional help in such quantities as to cause me to carry over to the present fiscal year such a number as to make immense inroads in the appropriation for the present fiscal year that I am satisfied that the amount appropriated will not be enough to cover the necessities. Besides holding up the appointment of additional clerks indefinitely, this office is compelled to do likewise with a large number of promotions of clerks who are entitled to advancement under the law.

A comparison of the figures for 1890 and 1899 of the amount of mail distributed and the expenditures, is as follows:

Expenditures:		Mail worked:	Pieces.
1890	$5,590,150	1890	7,847,723,600
1899	8,429,980	1899	13,351,992,725
Increase	2,839,830	Increase	5,504,269,125
Per cent	50.80	Per cent	70.14

If the increase in mail worked and the expenditures will be carefully noted, two things will be observed:

1. The increase in expenditures are not normal, but far below what might be considered reasonable.

2. The amount of mail distributed, compared with the expenditure, shows that to-day far more is done by the railway postal clerks than in previous years.

Again, this office is daily in receipt of reports showing mail carried into terminals unworked, and to my regret I am compelled to state that the balance remaining of the appropriation for this year is already mortgaged by promotions lawfully due clerks, aside from the additional force very badly needed. In consequence of the depleted state of the appropriation the force can not materially be increased. The public, of course, have a right to expect that their mail shall reach its destination in the quickest possible time, and all efforts are being made to do so. With the limited appropriation in hand and to avoid as much as possible the carrying in of unworked mail, I am reluctantly compelled to direct division superintendents to order extra duty from crews on lay-off, making it a great strain on the clerks, and I am sure, in a way, detrimental to the service.

The fact that the Railway Mail Service is to-day in such a rapid-growing state and that our appropriations for the past four or five years have been inadequate to promptly meet its demands makes it imperative that an amount be appropriated next year large enough to have this office feel secure in effecting needed improvements and lawful promotions.

The following forms my basis for the estimate for the salaries of railway postal clerks for the fiscal year ending June 30, 1901:

Annual rate October 18, 1899	$8,669,102
For vacancies existing	17,100
For additional clerks allowed	29,780
For additional clerks recommended by division superintendents	250,000
For promotions due	76,680
For expenses of chief clerks while traveling on the business of the Post-Office Department	8,000
Estimated annual rate from above on July 1, 1900	9,050,662
Estimate for additional clerk hire during the year	300,000
Estimate for the employment of acting clerks in place of regular clerks on leave of absence under act of March 1, 1899	50,000
Estimated amount needed for fiscal year ending June 30, 1901	9,400,662

I am of the opinion that this entire amount will be required to meet the necessary demands of the service and avoid impairing its efficiency, and therefore recommend that the sum of $9,400,000 be appropriated for the salaries of railway postal clerks for the fiscal year ending June 30, 1901.

RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office cars for the fiscal year ending June 30, 1899, was $4,000,000; amount expended (exclusive of the amount accrued to Pacific roads) was $3,960,953.86, as reported by the Auditor, leaving an unexpended balance of $39,046.14.

By adding to the above expenditure of $3,960,953.86 the amount accrued to Pacific roads (which is not paid out of the appropriation), namely, $95,813.30, we find the total cost for railway post-office cars for the year to have been $4,056,767.16.

The appropriation for the fiscal year ending June 30, 1900 (exclusive of subsidized lines), is $4,204,500.

The following shows the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1899:

Year ending June 30—	Appropriation.	Expenditure.	Increase.	Per cent of increase.	Gross amount accrued to Pacific roads.
1888	$1,934,560	$1,822,964.37	$109,572.45	6.38	$128,237.62
1889	2,053,643	1,991,066.61	168,102.24	9.22	141,646.50
1890	2,260,000	2,207,151.01	216,084.40	10.81	241,405.75
1891	2,510,000	2,450,819.13	243,668.12	11.40	236,237.05
1892	2,731,000	2,595,002.76	144,183.63	5.88	257,816.95
1893	2,809,750	2,795,589.40	200,586.64	7.73	252,017.24
1894	2,941,000	2,921,957.18	126,367.78	4.33	272,000.34
1895	3,000,000	2,958,557.91	36,600.73	1.23	259,084.84
1896	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897	3,400,000	3,360,869.82	225,877.10	7.20	263,059.80
1898	3,759,502	3,753,416.64	392,546.82	17.33	98,366.49
1899	4,000,000	3,960,953.86	207,537.22	5.53	95,813.30

The annual rate of cost for railway post-office cars (exclusive of subsidized lines) on July 1, 1899, was $4,216,995.21; lines authorized previous to the close of the fiscal year, and which were not put into operation prior to July 1, 1899, and additional lines authorized in the current year to date (October 18, 1899) called for $121,926.66. In addition, division superintendents have recommended new lines and extension of old ones which would involve an outlay of $222,248.75 per annum.

Adding together the three items above given, we have what I consider a fair estimate of the amount necessary for the fiscal year ending June 30, 1901—that is, $4,561,170.62.

I have the honor, therefore, to respectfully recommend that the sum of $4,561,000 be appropriated for railway post-office cars (exclusive of subsidized lines) for the fiscal year ending June 30, 1901.

CONCLUSION.

This office realizes that during some portions of the fiscal year covered by this report many of the clerks performed extra duty. This was necessary because of the rapid growth of the mails and because the appropriation for clerk hire would not permit of the appointment of all the additional clerks deemed necessary by division superintendents and by this office. For the very efficient service rendered in this respect and for the general good conduct and services of the clerks this office begs to extend its sincere thanks, and hopes that in the near future more satisfactory conditions will prevail; that they may all enjoy the blessing of health, the comforts of good homes, and such other pleasures as tend to increase their happiness and standing in the service and in the communities in which they reside. It also begs to sincerely thank you and through you the Postmaster-General and other officers of the Post-Office Department for the uniform kindness and consideration it has received, and for the valuable assistance rendered it by the Assistant General Superintendent and the Division Superintendents of this service, it also makes its acknowledgments and extends its thanks.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

CASUALTIES, FISCAL YEAR ENDED JUNE 30, 1899.

1898—July 1.—Texarkana and El Paso R. P. O., train 3, was held up by robbers, near Stanton, Tex., at 10.05 p. m. The express car was robbed, but the mail car was unmolested. Delayed five hours.

July 1.—Quincy and Council Bluffs R. P. O., train 4, was wrecked at Parkerton, Mo., about 7.50 p. m., on account of derailment of a passenger car. No mail lost or damaged and the clerk uninjured. Delayed one hour and thirty minutes.

July 1.—St. Louis and Council Bluffs R. P. O., train 15, was wrecked in the yards at Pacific Junction, Iowa, at 2 p. m., caused by the engine leaving the tracks. No mail lost or damaged and clerks uninjured. Delayed fifty minutes.

July 1.—Atlanta and New Orleans R. P. O., train 38, was wrecked at Hurricane Bayou, Ala., at 12.30 a. m., by the derailment of the express car. No damage to car, mail or clerk. Delayed six hours.

July 2.—Ogden and San Francisco R. P. O., train 2. While the mail car was standing on a sidetrack in the Ogden (Utah) yard, it was backed into by a switch engine, slightly injuring Clerk Karl C. Partridge. No damage to the mail or car.

July 2.—Los Angeles and San Bernardino "kite-shaped" R. P. O., train 1, was wrecked near Rincon, Cal., at 9.35 a, m., by train running into a landslide. No injury to the clerk or damage to the car or mail. Delayed thirty-five minutes.

July 3.—Peoria and Evansville R. P. O., train 41, was wrecked between Olney and Calhoun, Ill., at 3.55 p. m., by the derailment of a box car in the train. No injury to the clerk, and the car and mail were not damaged. Delayed one hour and thirty minutes.

July 4.—Paris and Ennis R. P. O., train 5. Train was delayed ten minutes at Harlow, Tex. (n. o.), by the derailment of the tender, 6.45 p. m. No injury to the clerk, car, or mail.

July 5.—Ridgway and Durango R. P.O., train 6, was held up by robbers at Stony Creek water tank. The clerk was ordered out of the car until the train was allowed to proceed, but the mail car was not entered or destroyed.

July 5.—Creston and St. Joseph R. P. O., train 32. While the train was being made up at Creston, Iowa, the mail car collided with a passenger coach, throwing Clerk Philip Arnholt against the heater and seriously injuring him. No damage to the mail resulted.

July 5.—Lincoln and Manhattan R. P. O., train 46, was wrecked in the yards at Manhattan, Kans., at 2.25 p. m., caused by the engine running into an open switch. No mail was lost or damaged, and the clerk was uninjured. Delayed fifteen minutes.

July 6.—Salida and Durango R. P. O., train 5, was wrecked near Durango, Colo., at 8.40 p. m., the engine striking a bowlder and going into a ditch. No damage to the car or mail, nor injury to the clerk.

July 7.—Chicago, Fort Madison and Kansas City R. P. O., train 9, collided with the rear end of a freight train near Galesburg, Ill., at 1.40 p. m. No injury resulted to the clerk, car, or mail. Delayed two hours and thirty minutes.

July 7.—Pattonsburg and Kansas City R. P. O., train 3, was wrecked near Nashua, Mo., at 10.55 a. m., caused by the engine leaving the track. The entire train was derailed, causing no damage, however, to the car or mail, or injury to the clerk. Delayed six hours and ten minutes.

July 8.—Quincy and Council Bluffs R. P. O., train 4, was wrecked at Brashear, Mo., at 11 p. m., by spreading rails. No mail lost or damaged, and clerk uninjured. Delayed nine hours.

July 8.—Selma and Mobile R. P. O., train 2, was wrecked near McIntosh, Ala., at 10.05 a. m., by the derailment of the express car, which was telescoped by the mail car. No mail was lost, but some slightly damaged. The clerk was uninjured. Delayed twelve hours.

July 10.—Monett and Paris R. P. O., train 2, at 1.45 a. m., was delayed two hours and fifty-five minutes near Lancaster, Ark., by the derailment of the tender. No injury resulted to the clerk, mail, or car.

July 10.—Louisville and Memphis R. P. O., train 201, was wrecked at Meadow Lawn, Ky., at 8.20 a. m., by collision with an express train. The mail was slightly damaged, but no injury resulted to the clerks or mail. Delayed five hours.

July 11.—Elmira and Baltimore R. P. O., train 3. Through careless drilling at the Calvert Street station the mail car was so badly damaged as to cause its abandonment. No mail or clerks injured.

July 11.—Antonito and Santa Fe R. P. O., train 426, was wrecked near Embudo, N. Mex., at 1 p. m., caused by the engine striking a rock on the track. No mail lost or damaged and clerk was uninjured. Delayed eleven hours and twenty minutes.

July 11.—St. Paul and Helena R. P. O., train 2, was delayed near Billings, Mont., at 9.30 a. m., by the derailing of some fruit cars in the train, causing a detention of one hour and forty-five minutes. No damage to the car or mail, and clerk uninjured.

July 14.—St. Louis and Newton R. P. O., train 5, collided with a rock on the track

at Mincke Station, Mo., about 9 p. m., causing the wrecking of the engine. No damage or injury to the car, mail, or clerks ensued. Delayed four hours.

July 14.—Chicago and Cairo R. P. O., train 1, was derailed at Kanakee, Ill., at 4.17 a. m., by a defective switch. No clerks injured, and no damage to the car or mails. Delayed thirty-seven minutes.

July 14.—Memphis and Texarkana R. P. O., train 2, was wrecked near Brinkley, Ark., at 3.40 p. m., by running over a cow. The entire train was derailed, the mail car being torn from its trucks. The letter mail was thrown from the cases, but none lost or destroyed. The clerk was uninjured. Delayed about seven hours.

July 14.—St. Louis and Eldorado R. P. O., train 502, was derailed at Parrish, Ill., at 5 p. m., the accident being caused by spreading rails. The clerk was not injured and no damage resulted to the mails. Delayed one hour and eighteen minutes.

July 15.—Asheville and Murphy R. P. O., train 67, was derailed near Bryson City, N. C., 2.20 p. m., from an unknown cause. No damage to the car or mail, and the clerk escaped injury. Delayed nine hours and thirty minutes.

July 16.—St. Louis, Moberly and Kansas City R. P. O., train 11, collided with a train backing into the station at St. Louis, Mo., at 5.10 p. m., resulting in no injury, however, to the car, mail, or clerk. Delayed one hour.

July 16.—Quincy and Council Bluffs R. P. O., train 4, was wrecked near Coffeyburg, Mo., at 3.37 p. m., resulting in no damage, however, to the mails or clerk. Delayed thirty minutes.

July 19.—Washington and Charleston R. P. O., train 32, was derailed near Smithfield, N. C., at 12.30 a. m., from an unknown cause. No damage to clerks, mail, or car. Slight delay.

July 20.—Quincy and Council Bluffs R. P. O., train 4, was wrecked near Pattonsburg, Mo., by the derailment of a freight car in the train. No loss or damage to the mail, and clerk uninjured. Delayed fifteen minutes.

July 20.—Loup and Grand Island R. P. O., train 88, was derailed near Dannebrog, Nebr., at 4.50 p. m., caused by a broken rail. Mails and clerk uninjured. Delayed one hour and fifty minutes.

July 21.—Newton, Kansas and Galveston R. P. O., train 7, was stopped by robbers near Fort Worth, Tex., at 10.15 p. m. The men on the engine were shot, but no loss to the mail or injury to the clerks ensued. Delayed one hour and ten minutes.

July 21.—Attalla and Calera R. P. O., train 85, was wrecked at 4 p. m. at Shelby, Ala., caused by a collision with the rear end of a freight train. No damage to the car or mail. Clerk T. S. Cooper slightly injured. Delayed three hours.

July 22.—El Paso and Los Angeles R. P. O., train 20, was wrecked at 7 p. m. near Deming, N. Mex., by running into a drove of cattle. No damage resulted to the car, mail, or clerk. Delayed two hours and thirty minutes.

July 23.—Bristol and Chattanooga R. P. O., train 6, was wrecked in the yard at Knoxville, Tenn., at 11.55 a. m., by a misplaced switch. The mail car was badly damaged, but no injury resulted to the mails or clerk. Delayed thirty minutes.

July 23.—Riverside and Doerun R. P. O., train 4, was wrecked at Bonneterre, Mo., at 4.05 p. m., by the breaking of a flange on truck of engine. No mail lost or damaged and the clerk was uninjured. Delayed one hour and twenty-five minutes.

July 23.—Indianapolis and Louisville R. P. O., train 3, collided with an empty engine at a street crossing in Indianapolis, Ind., at 11.35 p. m., badly wrecking the mail car. No damage to the mail. Clerk S. R. Buck was slightly injured. Delayed one hour and thirty minutes.

July 23.—Burlington and Council Bluffs R. P. O., train 5, was wrecked at Pacific Junction, Iowa, at 7 a. m., by collision with freight cars on a side track, the accident being caused by an open switch. No injury resulted to the clerks or mail, but the car was slightly damaged. Delayed forty minutes.

July 24.—Chicago and Kansas City R. P. O., train 11, collided with the rear end of a freight train near Camppoint, Ill., at 8.48 p. m. No damage resulted to the car or mails, or injury to the clerk. Delayed eight hours and thirty minutes.

July 24.—Mount Pleasant and Fort Worth R. P. O., train 4, was derailed at Weaver, Tex., at 3.30 p. m., caused by the spreading of the rails. No damage to the car, mails, or clerk resulted. Delayed two hours.

July 24.—Denison and Houston R. P. O., train 4, was delayed fifty minutes at Bryan, Tex., at 2.05 a. m., by the derailment of a sleeping car in the train. No injury to the car, mail, or clerk resulted.

July 25.—Memphis and Baldknob R. P. O., train 152, was wrecked near Wynne, Ark., at 7 a. m., on account of a defective switch. The mail car was slightly damaged, but no mail lost or injured. Clerk R. C. Clark was slightly injured. Delayed one hour and thirty minutes.

July 26.—Tama and Hawarden R. P. O., train 6, was wrecked near Eagle Grove, Iowa, at 10.05 p. m., by collision with a freight train. One end of the mail car was crushed in, throwing the letters from the cases to the floor, and while none were lost some were damaged by oil from the lamps. Clerks Eugene Connor and Lester M. Nourse were slightly injured. Delayed eight hours and fifty minutes.

July 26.—Columbia, Sumter and Charleston R. P. O., train 52, was wrecked near Columbia, S. C., at 10.42 a. m., from an unknown cause. No damage resulted to the car, mail, or clerk. Delayed two hours and thirty minutes.

July 27.—Chicago and West Liberty R. P. O., train 21, ran into a hand car near Port Byron, Ill., at 7.40 a. m. No clerks were injured and no damage resulted to the car or mails. Delayed one hour.

July 27.—Akron and Delphos R. P. O., train 1. While making up train in the yards at Akron, Ohio, the engine was derailed, causing a serious wreck, but doing no damage to the car or mails. Clerk uninjured. Delayed five hours.

July 28.—Moira and Brandon R. P. O., train 51, was ditched at Dickinson, N. Y., 11.45 a. m. The mail car was broken up, but no mail was damaged. The clerk was slightly injured. Delayed ten hours.

July 29.—Omaha and Kansas City R. P. O., train 2, collided with a freight car which had blown from a side track to the main line near Stella, Nebr., 1.25 a. m. The clerk was slightly injured, but no mail lost or damaged. Delayed five hours.

July 29.—Shreveport and Houston R. P. O., train 2, was struck by the tank of an engine at the Southern Pacific Railway crossing near Houston, Tex., at 7.20 a. m. No damage to the car or mails and the clerk was uninjured. Delayed one hour and fifteen minutes.

July 29.—Kansas City and Kiowa R. P. O., train 6, collided with the Rich Hill and Geneseo R. P. O., train 9, at West Wichita, Kans., 5.25 p. m. No mails were lost or damaged. Clerk H. S. Hilbert was seriously injured.

July 29.—Bastrop and Natchez R. P. O., train 1, was delayed thirty minutes near Natchez, Miss., at 6.05 a. m., caused by a passenger car becoming derailed. No injury resulted to the clerk, car, or mail.

July 29.—Rich Hill and Geneseo R. P. O., train 9, collided with the Kansas City and Kiowa R. P. O., train 6, at West Wichita, Kans., 5.25 p. m. No damage or injury resulted. Delayed one hour and thirty minutes.

July 30.—Geneva and Naples R. P. O., train 522, was wrecked at Gorham, N. Y., 3.20 p. m., caused by the train breaking in two, the parts afterwards colliding. No damage to the mail, and train but slightly delayed. The clerk was severely injured.

July 30.—Litchfield and Kampsville R. P. O., train 1, was wrecked between Litchfield and Barnett, Ill., 10 a. m., caused by the breaking of an axle under the tender. No damage followed to the mail, and the clerk was uninjured. Delayed three hours and forty minutes.

July 30.—Columbus and Kenova R. P. O., train 32, was derailed at Bannon, Ohio, at 12.35 p. m. The mail car was overturned, causing a small quantity of the letter mail to be damaged by oil. No injury resulted to the clerk. Delayed four hours.

July 30.—Cedar Rapids and Sioux Falls R. P. O., train 63, collided with a freight engine in the yards at Estherville, Iowa, 6.45 a. m., slightly damaging the mail car, but doing no damage to the mail. Clerk Timothy E. Carpenter was severely injured. Delayed one hour.

August 1.—Grafton and Cincinnati R. P. O., train 4, collided with a freight train near Byer, Ohio, at 3.36 p. m., damaging the mail car to such an extent as to compel its abandonment. No injury resulted to the mail or clerks. Delayed five hours and thirty minutes.

August 2.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked at 6 a. m., near St. Joseph, Ariz., caused by a broken rail. No damage to the mail or car, and clerk escaped injury. Delayed eight hours.

August 2.—Rome and Attalla R. P. O., train 16, was wrecked near Cedar Bluff, Ala., at 7.45 a. m., by spreading of the track. No damage to the clerk, mail, or car. Delayed twenty-one hours.

August 2.—Chicago and St. Louis R. P. O., train 8, was derailed at Matzonia Station (n. o.), 1.30 a. m., by an open switch. No clerks were injured, and no damage resulted to the mail. Delayed four hours.

August 3.—Leavenworth and Miltondale R. P. O., train 94, was wrecked near Blaine, Kans., 11.30 a. m., caused by the derailment of a stock car in the train. No loss or damage to the mails and clerk uninjured. Delayed one hour.

August 3.—Logansport and Keokuk R. P. O., train 2, was derailed near Burnside, Ill., 3.29 p. m., caused by the tender jumping the track. No damage to the car, mail, or clerk resulted. Delayed two hours and thirty minutes.

August 3.—Birmingham and Blocton R. P. O., train 40, was wrecked near Bessemer, Ala., about 10 a. m., the front trucks of the postal car jumping the track, causing it and two coaches to turn over. No mail lost or damaged. Clerk H. J. Montague was painfully injured. Delayed three hours.

August 4.—Marion and Kansas City R. P. O., train 3, collided with a freight car at Sheffield, Mo., 6.25 p. m. The clerk was uninjured and no damage resulted to the car or mail. Delayed thirty-five minutes.

August 5.—St. Joseph and Terre Haute R. P. O., train 8, collided with a freight train near Waveland Junction, Ind., at 4.20 p. m., derailing the mail car and turning it over

on its side. All the mail was thrown from the boxes to the floor and a large portion of it damaged by steam and water. Clerk J. W. Hardwick was seriously injured.

August 5.—Greatbend and Scott R. P. O., train 368, was wrecked at 2.35 p. m., between Alexander and Nakoma, Kans., from an unknown cause. The mail car was derailed and the mail thrown from the cases, but none lost or damaged. The clerk was uninjured.

August 5.—Kansas City and Lajunta R. P. O., train 115, was wrecked near Emporia, Kans., at 5.50 a. m., by breaking of the side bars of the engine, resulting in no damage to the mail or injury to the clerk. Delayed two hours and fifteen minutes.

August 6.—Fernandina and Tampa R. P. O., train 9, was wrecked about 5.30 p. m., near Tampa, Fla., the accident being caused by a washout. The mail car was badly wrecked and a small quantity of mail damaged by mud and water. Clerk J. C. McKay was painfully injured. Delayed two hours.

August 6.—Quincy and Council Bluffs R. P. O., train 5, was derailed and wrecked near Danforth, Mo., at 8.15 p. m., caused by spreading rails. No mail lost or damaged and the clerk uninjured. Delayed nine hours and fifty-five minutes.

August 6.—Siloam Springs and Shreveport R. P. O., train 4, was wrecked by running over a cow near Rodessa, La., at 5.30 p. m. No damage to the mail, car, or clerk. Delayed ten hours.

August 7.—Ashboro and Aberdeen R. P. O., train 42, was derailed and wrecked near Star, N. C., at 2.15 p. m. The mail car was almost entirely demolished, but no mail lost or destroyed. The clerk was slightly injured. Delayed five hours.

August 7.—Sumas City and Seattle R. P. O., train 1, was in rear-end collision with a freight train between Getchell and Arlington, Wash., at 11.20 a. m. No injury resulted to the car, mail, or clerk. Delayed four hours.

August 8.—Boston, Providence and New York R. P. O., train 70, was wrecked at Canton Junction, Mass., at 5.10 a. m., said to have been caused by a defective switch. The train consisted of an engine and four mail cars, three of the latter being almost completely wrecked and demolished. The mails were all closed out at the time of the accident, which fact prevented any serious damage to them. None were lost. Clerks C. A. Buckland, L. H. Butterfield, W. A. Seymour, J. F. Killilea, C. S. Ranger, P. C. Carroll, E. D. Thomson, D. F. Hunt, jr., and Substitute Clerk Isaac Hyman were seriously, and T. F. Deveney and W. F. La Count slightly injured.

August 9.—Atlanta, Macon and Montgomery R. P. O., train 2, was wrecked 8.30 a. m., at Lovejoys, Ga., by running into an open siding. The car was slightly damaged. Clerks W. M. Monroe and F. H. Hill were seriously injured. No loss or damage to the mails. Delayed four hours.

August 9.—Norton and Corbin R. P. O., train 80, was derailed near Pennington Gap, Va., 8.25 p. m., caused by the engine striking a rock. All the cars were thrown from the embankment and the postal car considerably damaged. No mail lost. Clerk S. C. Early was slightly injured. Delayed ten hours.

August 9.—Chicago and Evansville R. P. O., train 3, ran into a drove of horses near Momence, Ill., at 1.20 a. m. As a result of the accident the postal car caught fire. No mail was lost or destroyed, but the car was somewhat scorched by fire. Clerks were uninjured. Delayed thirty-five minutes.

August 9.—Mendota and Centralia R. P. O., train 125, was delayed three hours and fifty minutes between Ramsey and Vera, Ill., 11.25 a. m., by the derailment of engine. No damage resulted to the car or mails and the clerks were uninjured.

August 9.—Quincy and Council Bluffs R. P. O., train 4, was wrecked near Coffeyburg, Mo., 4 p. m., caused by the derailment of the postal car. No damage to the mails, and clerk uninjured. Delayed fifteen minutes.

August 10.—Albuquerque and Los Angeles R. P. O., train 1, was held up by robbers at Grants, N. Mex., 12.20 a. m. The mail and express cars were uncoupled from the train and run down the track about 1 mile, where an attack upon the express car was repulsed by the train guards. The mail car was not interfered with, and no injury resulted to the clerk. Delayed two hours.

August 10.—Louisville and Memphis R. P. O., train 204, ran into an open switch in the Paducah, Ky., yards at 6.20 a. m. The mail car was slightly damaged, but no injury ensued to the clerks or mail. Delayed one hour.

August 10.—Jefferson and McKinney R. P. O., train 1, was wrecked near Lumber, Tex., at 6.10 a. m., caused by the breaking of an axle under the tender of the engine. No injury to the clerk, car, or mail. Arrived at destination two hours and forty-five minutes late.

August 11.—Paris and Weatherford R. P. O., train 78, collided with some coal cars in the yard at Dallas, Tex., at 8.06 a. m., without any resulting damage to the car, mail, or clerk. Delayed twenty-five minutes.

August 11.—Jefferson and McKinney R. P. O., train 2, was wrecked near Jefferson, Tex., at 4.35 p. m., by the breaking of a flange on wheel of engine. No injury to the clerk, mail, or car. Delayed one hour.

August 11.—Columbus and Atchison R. P. O., train 109, collided with a switch

engine in the yards at Lincoln, Nebr., 1.30 a. m. No injury resulted to the clerk or damage to the car or mail. Slight delay.

August 12.—Antonito and Santa Fe R. P. O., train 425, was wrecked by the derailment of a coach in the train at Espanola, Colo., 4.10 p. m. No mail lost or damaged and the clerk was uninjured. Delayed one hour and twenty minutes.

August 13.—Boone and Des Moines R. P. O., train 1, was delayed at 9.30 a. m., near Granger, Iowa, by the derailment of the tender. No damage to the car or mails and the clerk was uninjured. Delayed two hours and ten minutes.

August 13.—Colmesneil and Trinity R. P. O., train 84, was wrecked between Groveton and Saron, Tex., about 6.30 p. m., the accident being caused by a collision of two sections of the train, which had broken in two. No damage to the car or mail. Clerk R. H. Creekmore was slightly injured. Delayed fifteen minutes.

August 14.—Greenville and Columbia R. P. O., train 11, was wrecked near Piedmont, S. C., at 3.20 p. m., by an unknown cause. All the cars in the train were derailed and turned over on side. A small number of letters were damaged by oil, but none lost. The car was slightly damaged, and Clerk T. A. Miller was slightly injured. Delayed three hours.

August 15.—Scottsville and Gallatin R. P. O., train 4. While descending a grade near Westmoreland, Tenn., the mail car was derailed and Clerk W. R. Staples, jr., either jumped or fell from the car and was killed, his body being decapitated by the wheels of his car. No damage to the mail ensued. Delayed about four hours.

August 16.—St. Louis, Louisiana and Kansas City R. P. O., train 47, was detained two hours and fifteen minutes between Bowling Green and Louisiana, Mo., 2.10 p. m., by the derailment of the engine. No injury ensued to the clerks, mail, or car.

August 17.—Nashville and Atlanta R. P. O., train 1, was wrecked near Murfreesboro, Tenn., by running over a cow. No damage to the mails or car and clerk uninjured. Delayed two hours and thirty minutes.

August 17.—Los Angeles and San Diego R. P. O., train 2, ran into an open switch between Orange and Anaheim, Cal., derailing the engine and mail car. No damage to the mail or car and clerk uninjured. Delayed two hours and thirty-eight minutes.

August 17.—New York and Grafton R. P. O., train 3, was wrecked near Gaithersburg, Md., at 12.37 a. m., by collision with an engine. No damage resulted to the car or mail and the clerks were uninjured. Delayed four hours and thirteen minutes.

August 18.—Scottsville and Gallatin R. P. O., train 4, was wrecked near Gallatin, Tenn., about 4 p. m., caused by the derailment of a freight car. The mail car overturned down an embankment. The clerk jumped from the car, receiving slight injuries. No mail lost or damaged. Delayed about three hours.

August 19.—Cedar Rapids and Council Bluffs R. P. O., train 11, carrying apartment car of the Tama and Hawarden R. P. O., with mail and clerks, collided with a freight train at Beverly Station, Iowa, 12.10 a. m. The apartment car was so badly wrecked as to compel its abandonment. None of the clerks were injured.

August 22.—Grindstone City and Saginaw R. P. O., train 309, collided with a train in the yards at Tunnel Station, Port Huron, Mich., resulting in no damage, however, to the mail, car, or clerk.

August 22.—Chicago and Cincinnati R. P. O., train 11, was derailed near Lafayette, Ind., about 1.50 p. m., the accident being caused by a defective switch. The mail car was abandoned. No clerks were injured. Delayed five hours and ten minutes.

August 23.—Knoxville and Blueridge R. P. O., train 3, was wrecked by a collision with some freight cars near Knoxville, Tenn., at 11.10 a. m. No damage or injury to the car, mail, or clerk. Delayed ten hours.

August 23.—San Francisco and Los Angeles R. P. O., train 19. While the train was standing at the station at Kern, Cal., 10 p. m., it was run into by an engine. A large quantity of letters was thrown from the case, slightly damaging a few by water. Clerk Henry Wilbur was slightly injured. But slight delay.

August 23.—New York and Washington R. P. O., train 27, collided with the rear end of a train of empty passenger cars near Patuxent, Md., at 10.15 a. m., causing no damage, however, to the cars, mail, or clerks. Delayed two hours.

August 24.—Terre Haute, Washington and Evansville R. P. O., train 33, and Greensburg and Elnora R. P. O., train 1, were in collision at Elnora, Ind., 12 noon. No mail damaged on either train. Clerks G. A. Netherton and T. O. Havens were slightly injured. Delayed three and one-half hours.

August 24.—Bremond and Albany R. P. O., train 1. Upon arriving at Cisco, Tex., the mail apartment car was found to be on fire, which was extinguished without any loss to the mail or injury to the clerk. No delay.

August 25.—Leavenworth and Miltonvale R. P. O., train 94, was wrecked near Larkin, Kans., at 2.45 p. m., caused by spreading rails. No loss or damage to the mail and clerk uninjured. Delayed ten hours.

August 26.—Paris and Weatherford R. P. O., train 74, was derailed at Dallas, Tex.,

12.05 p. m. No damage resulted to the car or mail and the clerk was uninjured. No delay.

August 26.—New York and Grafton R. P. O., train 4, was wrecked near Tunnelton, W. Va., by collision with a grade engine at 12.10 a. m. The postal car was slightly damaged and the clerks received slight injuries. No mail lost or destroyed. Delayed three hours.

August 26.—Denison and Houston R. P. O., train 2, was derailed at 12 noon, between Carl Switch (n. o.) and Corsicana, Tex. The train was approaching a bridge at the time and the mail car ran about 100 feet on the ties on the bridge. None of the clerks were injured and no mail lost or damaged. Delayed eight hours and thirty-five minutes.

August 26.—Houston and El Paso R. P. O., train 19, was derailed at 12.10 a. m., near Maxon (n. o.), Tex., the accident being caused by the train running over a cow. The mail car was badly damaged and abandoned. No mail lost or damaged, and the clerk was uninjured. Delayed seven hours and five minutes.

August 28.—Burlington and St. Louis R. P. O., train 1, was derailed at 8.27 a. m., in the Keokuk, Iowa, yards, from an unknown cause. No damage or injury followed to the car, mail, or clerks. Delayed forty-five minutes.

August 28.—Denver and Leadville R. P. O., train 2, was wrecked at 4.40 p. m., near Dome Rock (n. o.), Colo., caused by running into a landslide. No damage followed to the car or mail, and the clerk was uninjured. Delayed five hours and fifteen minutes.

August 28.—New Orleans and Houston R. P. O., train 19, was wrecked near Beaumont, Tex., 10.20 p. m., by the derailment of the engine and mail car. The latter was slightly damaged and abandoned. The letters were thrown from the cases, but none lost or damaged. Clerks were uninjured. Delayed one hour and fifty minutes.

August 28.—Wichita and Washburn R. P. O., train 204, was wrecked at 2.33 p. m., near Alva, Okla., by collision with a freight train. The mail car was slightly damaged and clerk A. P. Torrey slightly injured. No mail lost or damaged. Delayed thirteen hours.

August 29.—Siloam Springs and Shreveport R. P. O., train 3, and Kansas City and Siloam Springs R. P. O., train 2, were in collision at 11.40 p. m., at Siloam Springs, Ark., caused by an open switch. The mail car of train 3 was damaged, but no mail lost. Clerk slightly injured.

August 29.—Peoria and Mason City R. P. O., train 6, was wrecked at 4 p. m., near Monmouth, Ill., by the derailment of the tender. The clerk was uninjured, and no damage to the mail followed. Delayed two hours and thirty minutes.

August 31.—Charleston and Jacksonville R. P. O., train 78, was wrecked at Ridgeland, S. C., about 1.30 a. m., the result of a collision with a freight car. The mail car was badly damaged, but no injury resulted to the mail or clerks. Delayed twelve hours.

August 31.—Quincy and Council Bluffs R. P. O., train 3, was wrecked at Strahan, Iowa, 10.17 p. m., by colliding with an express train. The mail was thrown from the cases, but none lost or damaged. No injury resulted to the car or clerk. Delayed seven hours.

August 31.—Grand Junction and Ogden R. P. O., train 1, was wrecked at 3.51 a. m., near Grand Junction, Colo., by collision with a freight train. The mail car was badly wrecked, but the clerk escaped injury. No mail lost or damaged. Delayed eight hours and forty-five minutes.

September 1.—Auburn and Ithaca R. P. O., train 126, was wrecked at 6.55 p. m., near Auburn, N. Y., by collision with a freight train. The mail car was badly damaged and abandoned, but no mail was lost. Clerk George M. Smiley was slightly injured. Delayed five hours.

September 2.—Siloam Springs and Shreveport R. P. O., train 3, was delayed five hours near Shreveport, La., 10 a. m., by the derailment of the tender. No damage to the car, mail, or clerk.

September 4.—Pittsburg and St. Louis R. P. O., train 11. Clerk T. D. Armstrong was painfully injured by an accident which was caused by a sudden lurching of the car while the train was in motion.

September 5.—Peoria and Mason City R. P. O., train 4, was wrecked at Eleanor, Ill., 9 a. m., by the breaking of an axle under the tender. The mail car was damaged and abandoned, but no injury to the mail or clerk followed. Delayed three hours.

September 6.—Chicago, Decatur and Quincy R. P. O., train 13, ran into a freight train at Curran, Ill. (Springfield and St. Louis R. R. crossing) 5.40 a. m. The mail car was derailed, thrown into a ditch, and badly wrecked. No mail was lost, but a portion damaged by water. The clerks escaped injury. Delayed five hours and forty minutes.

September 6.—Pittsburg and St. Louis R. P. O., train 20. When near Pittsburg, Pa., about 1.30 a. m., a freight car in a train on an adjoining track became derailed and damaged the two postal cars by scraping the sides and breaking the gas cylinders

under the cars. A fire resulted, which was extinguished with but slight damage. No clerks were injured, or mail damaged. Delayed one hour and thirty-six minutes.

September 7.—Chariton and Kansas City R. P. O., train 11, was wrecked near St. Joseph, Mo., at 11.55 a. m., by the derailment of the mail car. No mail lost or damaged, and the clerks uninjured. Delayed five hours and twenty minutes.

September 8.—Danville and Stuart R. P. O., train 1, was wrecked at Danville, Va., 2.10 p. m., by being run into by a shifting engine. The mail car was badly damaged, but no mail lost or destroyed nor was the clerk injured. Delayed forty-five minutes.

September 8.—Fairmont and Clarksburg R. P. O., train 1, was delayed one hour and thirty-five minutes, at 9.04 a. m., near Fairmont, W. Va., by the breaking of an axle under the engine. No damage to the car, mail, or clerk.

September 9.—Atlanta, Macon and Montgomery R. P. O., train 2, was wrecked about 8.30 a. m. by running into an open siding at Lovejoy, Ga. The mail car sustained slight damage, but none resulted to the mail. Clerks W. M. Monroe and F. H. Hill were seriously injured. Delayed four hours.

September 9.—Chicago, Abbottsford and Minneapolis R. P. O., train 2, collided with a freight train at Waupaca, Wis., about 4.15 p. m. No mail was lost or damaged, and no injury resulted to the clerks or car. Delayed one hour and fifty minutes.

September 9.—Wynne and Helena R. P. O., train 102, collided with a freight train at Clifton, Ark., 7.10 p. m. No damage to the car, mail, or clerk. Delayed fifty minutes.

September 9.—Williamsport and Erie R. P. O., train 3, was derailed near North Bend, Pa., at 10 a. m. The entire train was completely wrecked but no damage ensued to the mail. Clerk Martin was slightly injured. Delayed three hours.

September 10.—Camack and Macon R. P. O., train 35, was wrecked about 6.30 p. m., at Browns Crossing, Ga., caused by the train breaking in two, the sections afterwards colliding. The mail car damaged but no mail lost or destroyed. Clerk F. L. Minor was slightly injured. Delayed two hours and twenty minutes.

September 11.—St. Louis and Kansas City R. P. O., train 9, was wrecked near Independence, Mo., at 4.38 a. m. No mail lost or damaged and the clerks were uninjured. Delayed four hours.

September 12.—Texarkana and El Paso R. P. O., train 4, was wrecked at 2.57 a. m., near Sulphur Station, by running into a washout. The wreck was a very serious one. The mail car was badly damaged but no mail lost or destroyed. Clerks W. M. Swift and Charles W. Camp were severely injured. Delayed thirteen hours and forty-three minutes.

September 12.—Wichita and Washburn R. P. O., train 204, was wrecked near Miami, Tex., at 9.30 a. m. The mail car was considerably damaged but no mail lost or destroyed, and the clerk was uninjured. Delayed twelve hours and five minutes.

September 13.—Versailles and Lexington R. P. O., train 175, was wrecked at 6.15 p. m., at Versailles, Mo., caused by the engine running off a turntable. No injury to the mail or clerk followed. Delayed thirteen hours.

September 14.—Ogden and San Francisco R. P. O., train 3, was wrecked between Loomis and Penryn, Cal., at 11.15 p. m., by collision with three loaded freight cars which had broken loose from the rear end of a train which was ascending a grade in advance of train 3. The distributing mail car was not damaged but the storage car had to be abandoned on account of the damage sustained by it. No mail was lost but a small quantity of letters were slightly damaged by water. Acting Clerk John G. Garrell was slightly injured. Delayed nine hours and fifteen minutes.

September 14.—St. Louis and Council Bluffs R. P. O., train 15, was wrecked near Malvern, Iowa, at 6.20 p. m., by the breaking of an axle under the tender. No mail was damaged, and the clerks escaped injury. Delayed seven hours and twenty-five minutes.

September 15.—Geronimo and Teviston R. P. O., train 12, ran into an open switch at Geronimo, Ariz., 11.45 a. m. No injury resulted to the clerk, mail, or car. Delayed six hours.

September 16.—Knoxville and Blueridge R. P. O., train 4, was wrecked near Friendsville, Tenn., at 7.25 p. m., caused by the train breaking in two and the severed sections colliding. No mail lost or damaged. Clerk O. G. Martin was slightly injured. Delayed three hours and forty minutes.

September 17.—St. Louis and Eldorado R. P. O., train 501, was derailed at Benton, Ill., 12.17 p. m., the accident being caused by the engine jumping the track. No injury to the clerk or mail. Delayed two hours and ten minutes.

September 17.—Chicago, Fort Madison and Kansas City R. P. O., trains 17 and 6, collided at Laura, Ill., 6.44 a. m. The mail car in train 17 was slightly and the car in train 6 badly damaged. The letter mail in both cars was thrown from the cases, but none lost or damaged. No clerks were injured. Train 17 delayed three hours and twenty-three minutes; train 6 delayed three hours.

September 17.—Lexington, Lawrenceburg and Louisville R. P. O., train 2, was derailed at Lawrenceburg, Ky., 7.50 p. m., by a defective switch. Mail and clerk uninjured. Delayed two hours and thirty minutes.

September 17.—Grafton and Cincinnati R. P. O., train 14, collided with a freight train near Loveland, Ohio, at 4.15 a. m. Clerks and mail uninjured. Delayed one hour.

September 20.—St. Louis and Kansas City R. P. O., train 9, was wrecked near Kansas City, Mo., about 4.40 a. m., by collision with a freight engine. No injury resulted to the clerks or mail. Delayed one hour and thirty-three minutes.

September 23.—Wabasha and Zumbrota R. P. O., train 2, was wrecked near Mazeppa, Minn., at 1.35 p. m., by the derailment of the mail car. No damage to the mail or injury to the clerk ensued. Delayed three hours and thirty minutes.

September 25.—St. Louis and Jackson R. P. O., train 1, was wrecked near Pomona, Ill., about 12.30 p. m., by the derailment of the engine. No damage to the mail; clerk uninjured. Delayed three hours.

September 26.—St. Louis and Texarkana R. P. O., train 52, was wrecked near Oak Hill Junction (n. o.), Mo., at 5.15 p. m., by the derailment of the engine and mail car. The latter was slightly damaged. No injury to the mail or clerks. Delayed one hour.

September 26.—While Clerk Patrick J. Flynn, New York and Washington R. P. O., was riding on mail wagon en route from the New York City post-office to the train at Jersey City, N. J., in charge of registered mail, he was thrown to the pavement and severely injured, the accident being caused by the mail wagon colliding with a pillar of the elevated railroad at Greenwich and Dey streets.

September 26.—Denison and Houston R. P. O., train 2, was wrecked near Corsicana, Tex., at 11.54 a. m., by the derailment of the train. No damage to the car or mail or injury to the clerks resulted. Delayed six hours and thirty minutes.

September 27.—Denver and Lajunta R. P. O., train 8, was delayed in the yards at Pueblo, Colo., 8.05 a. m., by the derailment of the engine. No damage or injury ensued to the clerk, mail, or car.

September 27.—Roper and Sedan R. P. O., train 489, was wrecked near Hale, Kans., at 9.45 a. m., by the breaking of a brake beam, which resulted in derailing the train. No damage to the car or mail or injury to the clerk followed. Delayed fifty minutes.

September 28.—Lyons and Williamsport R. P. O., train 7, was derailed near Linden, Pa., at 9.55 p. m., caused by a passenger car jumping the track. Mail was not damaged or clerk injured. Delayed one hour and thirty minutes.

September 28.—Denver and Grand Junction R. P. O., train 3, was held up by robbers near Husted Station, Colo., about 9.10 p. m. A great many shots were fired by the masked men and dynamite exploded under the mail and express cars, but no damage or loss followed, the attack being repulsed. Delayed thirty-five minutes.

September 29.—Asheville and Charleston R. P. O., train 10, was wrecked near Columbia, S. C., about 9 p. m , caused by the train breaking in two and the sections afterwards colliding. No mail lost or damaged. Clerk H. G. Cliff was slightly injured. Delayed one hour.

September 30.—New York and Pittsburg R. P. O., train 14, collided with a runaway coal car at Jeannette, Pa., 9.15 p. m. The mail was thrown from the boxes but none lost or damaged. Clerks Lloyd Jones and H. M. Stokes were slightly injured. Delayed two hours.

September 30.—Denver and Lajunta R. P. O., train 8, was derailed at Pueblo, Colo., 8 a. m., from an unknown cause. No mail lost or damaged and the clerks were uninjured. Delayed one hour.

September 30.—Pattonsburg and Kansas City R. P. O., train 4, was wrecked near Gridley, Mo,, about 4.30 p. m., by the derailment of the tender. No damage followed to the car, mail, or clerk. Delayed two hours and forty minutes.

October 1.—Bastrop and Natchez R. P. O., train 1, was derailed at Sicily Island, La., 9 a. m., without damaging, however, the car or mail or injuring the clerk. Delayed five hours and thirty minutes.

October 2.—Northport and Spokane R. P. O., train 1, was wrecked near Chewelah, Wash., 11 a. m., caused by the engine running over a cow. No damage or injury ensued to the car, mail, or clerk. Delayed six hours.

October 2.—St. Louis and Jackson R. P. O., train 2, was wrecked near East Carondolet, Ill., at 6.20 p. m., the accident being caused by the derailment of the tender. No mail lost or damaged or clerks injured. But slight delay.

October 2.—Fayetteville and Pettigrew R. P. O., train 84, was delayed thirty-five minutes near Pettigrew, Ark., 2.10 p. m., by the derailment of stock car in the train. No damage to the car or mail and the clerk was uninjured.

October 2.—Peoria and Evansville R. P. O., train 40, was derailed by spreading rails near Falmouth, Ill., 12 noon. The clerk was uninjured and no damage resulted to the car or mail. Delayed one hour and fifteen minutes.

October 3.—El Paso and Los Angeles R. P. O., train 20, was wrecked at Redrock, Ariz., 4.05 a. m., caused by running into an open switch and colliding with a freight train. The mail car was almost completely demolished. Some mail was slightly damaged by oil and water, but none lost or destroyed. Clerk Charles A. Wilson was seriously injured. Delayed six hours and thirty-eight minutes.

October 3.—Danville and Marion R. P. O., train 72, was derailed near Mount Vernon, Ill., 9.20 a. m., the accident being caused by the engine trucks jumping the track. The clerk was not injured and no damage followed to the mail. Delayed thirty minutes.

October 3.—Cape Girardeau and Hunter R. P. O., train 1, was wrecked at 9.12 a. m., at Cape Girardeau, Mo., by the derailment of a portion of the train. No mail lost or damaged, or the clerk injured. Delayed two hours and twenty minutes.

October 4.—St. Paul and Portal R. P. O., train 108, was wrecked at the Great Northern crossing near Nahua, Minn., about 11 a. m., the accident being caused by the explosion of a tube in the boiler of the engine. The mail car was damaged, but no injury followed to the clerk or mail. Delayed three hours and forty minutes.

October 5.—Jackson and Fort Wayne R. P. O., train 459, ran into a misplaced switch at Angola, Ind., 6.15 p. m. The mail car was damaged, but no mail lost or destroyed. No injury resulted to the clerks. Delayed about six hours.

October 6.—Cape Girardeau and Hunter R. P. O., train 6, was derailed near Headquarters, Mo., at 5.50 p. m. No damage to the mail or injury to the clerk. Delayed six hours and thirty minutes.

October 6.—Cheyenne and Huntington R. P. O., train 2, collided with an engine at King Hill, Idaho, 10.57 p. m. No clerks were injured or mail damaged. Delayed six hours and thirteen minutes.

October 6.—Knoxville and Blue Ridge R. P. O., train 23, was wrecked near Isabella, Tenn., at 7.27 p. m., caused by running over a horse. The mail car was derailed but not damaged. Clerk and mail uninjured. Delayed eight hours and twenty minutes.

October 6.—Ishpeming and Chicago R. P. O., train 15, was wrecked near Cudahy, Wis., at 12.15 a. m., by collision with the rear end of a freight train. The mail car caught fire from the wreck of the engine and was completely destroyed, together with a large quantity of mail and equipment. Clerks J. M. Delaney, P. J. Garbrecht were slightly, and J. G. Redford seriously, injured. Delayed about four hours.

October 6.—Sidell and Olney R. P. O., train 27, was derailed at Kansas, Ill., 12.30 p. m., the accident being caused by a defective switch. No injury to the clerk or damage to the mail followed. Delayed three hours and twenty-five minutes.

October 6.—Kansas City and Denver R. P. O., train 3, collided with a freight train in the yards at Denver, Colo., 4.18 a. m. No mail lost or damaged nor clerks injured. Delayed one hour.

October 7.—Shreveport and Houston R. P. O., train 2. While making up the train in the Shreveport, La., yards, at 7.50 p. m., the engine became derailed, resulting in no damage, however, to the mail or car, or injury to the clerk. Delayed three hours and fifteen minutes.

October 8.—Lakeland and Punta Gorda R. P. O., train 35, was wrecked near Wauchula, Fla., 9.45 p. m., the entire train being derailed, caused by the breaking of an axle under the tender. The mail car was badly damaged, but the mail and clerk were uninjured. Delayed nineteen hours and twenty minutes.

October 8.—Fort Worth and Ennis R. P. O., train 41, was wrecked near Garrett, Tex., at 6 p. m., the accident being caused by the breaking of a journal under the tender. No damage to the car or mail or injury to the clerk followed. Delayed about six hours.

October 8.—Sidell and Olney R. P. O., train 27, was derailed at Hume, Ill., 10.40 a. m., resulting from a defective track. The clerk was not injured, and no damage followed to the mail. Delayed four hours and ten minutes.

October 8.—Erie, Butler and Pittsburg R. P. O., train 14, was wrecked at Conneautville, Pa., 12.40 p. m., with no resulting damage to the mail or car, but slightly injuring Clerk C. H. Block. Delayed about seven hours.

October 8.—Port Washington and Long Island City R. P. O., train 345, ran into an open switch at Flushing, N. Y., 1.22 p. m., causing a collision with a train on the side track. The mail car was badly crushed, but no mail damaged. Clerk J. W. Dunning was slightly injured. Delayed about three hours.

October 10.—Logansport and Keokuk R. P. O., train 6, was derailed in Logansport, Ind., 12.45 p. m., causing no damage, however, to the mail or injury to the clerks. But slightly delayed.

October 10.—Orin and Cheyenne R. P. O., train 71, was derailed near Badger, Wyo., at 2.40 p. m., with no resulting damage or injury to the mail or clerk. Delayed five hours.

October 10.—Cincinnati and Rowland R. P. O., short-run train 22, was derailed near Silver Creek, Ky., at 6 p. m., from an unknown cause. No damage to the car or mail or injury to the clerk. Delayed three hours.

October 11.—St. Paul and Minot R. P. O., train 3, was delayed by an accident near Larimore, N. Dak., at 12.55 a. m., caused by the breaking of an axle under the engine. The clerks were uninjured, and no damage resulted to the car or mail. Delayed four hours.

October 11.—Quincy and Council Bluffs R. P. O., train 3, was wrecked near Dun-

lap, Mo., at 12.30 p. m., caused by the derailment of the tender. No damage to the mail or injury to the clerk. Delayed three hours.

October 13.—Memphis and Little Rock R. P. O., train 2. While the mail wagon was en route to this train at Little Rock, Ark., 12.35 p. m., it lost a wheel, throwing Clerk S. P. Hurt to the ground and slightly injuring him.

October 13.—Ishpeming and Chicago R. P. O., train 5, was wrecked at Granville, Wis., 2.40 p. m., by being run into by a freight train while standing at the station, a head-on collision resulting. The mail car was telescoped by the tender for a distance of 12 feet, completely wrecking it and flooding it with water. A quantity of mail was damaged by water, but none lost or destroyed. The clerks escaped injury. Delayed about five hours.

October 13.—Fort Madison and Ottumwa R. P. O., train 2, was derailed near Fort Madison, Iowa, 6.25 p. m., with no resulting damage or injury to the mail or clerk. Delayed thirty minutes.

October 13.—Haverstraw and New York R. P. O., train 28, was wrecked at Hasbrouck Heights, N. J., 5.03 p. m., the accident being caused by the breaking of a wheel of a coach in the train. No damage to the mail or injury to the clerk. Delayed about one hour.

October 15.—St. Paul and Minot R. P. O., train 2, was wrecked in the yards at Grand Forks, N. Dak., 5.30 a. m., by collision with a freight train. The mail car was slightly damaged, but the mail and clerk were uninjured. Delayed two hours and twenty-five minutes.

October 15.—New York, Geneva and Buffalo R. P. O., train 3, was wrecked at Laceyville, Pa., 2.10 a. m., by collision with a freight train. No damage to the car or mail or injury to the clerks. Delayed about six hours.

October 15.—Clayton and Chestertown R. P. O., train 2, was derailed near Blacks, Md., at 11.30 a. m. The mail car was badly wrecked, but the clerk and mail were uninjured. Delayed two hours.

October 15.—Bastrop and Natchez R. P. O., train 2, was wrecked near Gilbert, La., at 5.20 a. m., caused by the derailment of a portion of the train. No damage to the mail or car, but Clerk Edgar F. Charles was slightly injured. Delayed thirteen hours and thirty minutes.

October 16.—Charlotte and Jacksonville R. P. O., train 35, was wrecked at Yulee, Fla., 8.45 a. m., by running into an open switch and colliding with cars on the side track. No mail lost or damaged. Clerk D. F. James was seriously, and H. R. Maxey slightly, injured. Delayed one hour and fifteen minutes.

October 16.—Denison and Taylor R. P. O., train 2, was wrecked by collision with a freight train near Hillsboro, Tex., at 7.15 a. m. The mail car was badly damaged, but no mail lost or destroyed. Clerks James N. Miller and A. D. Hay were slightly injured. Delayed about three hours.

October 16.—El Paso and Los Angeles R. P. O., train 20, was wrecked at 12.45 p. m., near Glamis Station (n. o.), Cal., caused by sand drifting on the track during a severe storm. The water car completely telescoped the mail car. The mail was damaged by oil and water, but it is believed none was lost. Clerk George F. Kellogg was killed. Delayed eight hours.

October 16.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked by a landslide near Burcham, Cal., 8.05 a. m. No damage resulted to the mail or car, and the clerk was uninjured. Delayed seven hours and fifteen minutes.

October 17.—Aberdeen and Eureka R. P. O., train 103, collided with a freight train in the yards at Eureka, S. Dak., 1.40 p. m. The mail car was slightly damaged, but no injury resulted to the clerk or mail. Delayed four hours and thirty minutes.

October 17.—Worthington and Mitchell R. P. O., train 32. The engine was derailed near Spencer, S. Dak., about 1 p. m., resulting in no damage, however, to the mail or car, nor injury to the clerk. Delayed nine hours and fifty-nine minutes.

October 18.—St. Paul and Minot R. P. O., train 3, was wrecked at Berwick Siding, N. Dak., 5.20 a. m., by collision with freight cars on the main track. The mail car was derailed and overturned. The letter mail in the cases was thrown to the floor and damaged by oil and water, but none was lost. Clerks Maurice O'Connor and G. W. Duncan were severely injured. Delayed about ten hours.

October 18.—Wister and Fort Reno R. P. O., train 2, was delayed one hour and twenty minutes near South McAlester, Ind. T., 12.40 p. m., by the derailment of the tender. No mail lost or damaged, and clerk uninjured.

October 19.—Coffeyville and Little Rock R. P. O., train 233, was delayed thirty minutes at Little Rock, Ark., by the derailment of the engine. No damage to the mail or car, and clerk uninjured.

October 19.—Little Rock and Altheimer R. P. O., train 6. The engine was derailed near Tucker, Ark., at 6.25 p. m., the accident being caused by running over a cow. No damage followed to the car, mail, or clerk. Delayed thirty minutes.

October 20.—Houston and Eagle Pass R. P. O., train 17, was wrecked near Missouri City, Tex., at 4.22 a. m., by collision with a freight car which had blown on the main track. The mail car was badly damaged but no mails lost or destroyed. Clerk James L. Sweatt was painfully injured. Delayed six hours.

October 20.—New York and Pittsburg R. P. O., train 93, was wrecked near Beattys Station, Pa., at 2.10 p. m., by running into a freight wreck. No damage to the mail, or injury to the clerk. Delayed about two hours.

October 21.—Kansas City and Colorado Springs R. P. O., train 5, was wrecked near Granada, Colo., at 2.35 a. m., caused by the derailment of the baggage and mail cars. No loss or damage to the mails, or injury to the clerks. Delayed three hours and forty-five minutes.

October 21.—Leavenworth and Miltonvale R. P. O., train 94, was wrecked at 5.55 p. m., at Drake, Kans., while switching train. A portion of the train was derailed, but no damage resulted to the mail, or injury to the clerks. Delayed seven hours.

October 21.—Cheyenne and Denver R. P. O., train 1, collided with a switch engine in the yards at Denver, Colo., at 6.50 p. m., derailing the engine and mail car. The latter was slightly damaged and the letters thrown from the cases, but no mail was lost or damaged, or the clerk injured. Delayed five hours and twenty minutes.

October 21.—Cairo and Gatesville R. P. O., train 3, collided with a baggage car at Malden, Mo., at 5.55 p. m., causing a delay of one hour and twenty minutes, but resulting in no damage to the car or mail, or injury to the clerks.

October 21.—Jacksonport and Brinkley R. P. O., train 1, was derailed at Newport, Ark., at 11.20 a. m., while switching. No damage or injury to the car, mail, or clerk. Delayed fifteen minutes.

October 22.—Wichita and Washburn R. P. O., train 203, was in collision with a train near Whitedeer, Tex., at 11.45 p. m. The mail car was damaged, but no mail lost or destroyed, and the clerk uninjured. Delayed six hours and ten minutes.

October 24.—Auburn and Ithaca R. P. O., train 126, was wrecked near Auburn Junction (n. o.), N. Y., at 7 p. m., the entire train becoming derailed. The mail car was abandoned, but no mail lost or damaged. The clerk was slightly injured. Delayed about three hours.

October 24.—Kansas City and Fort Smith R. P. O., train 1, was wrecked at 11.37 a. m., near Kniveton, Kans., by the derailment of the tender. No mail lost or damaged, and the clerk was uninjured. Delayed three hours and eight minutes.

October 25.—Milwaukee and Rock Island R. P. O., train 5, was derailed at Fulton, Ill., at 7.45 p. m., resulting, however, in no damage to the car or mail, or injury to the clerk. Delayed nine hours and thirty-one minutes.

October 26.—St. Louis and Jackson R. P. O., train 1, was derailed near Percy, Ill., at 11.30 a. m., by the tender jumping the track. No mail lost or damaged, and the clerk was uninjured. Delayed fifty minutes.

October 26.—Washington and Charlotte R. P. O., train 36, collided with a shifting engine at Salisbury, N. C., at 10.40 a. m., slightly damaging the mail car. No mail was lost or destroyed, and the clerk escaped injury. Delayed forty-five minutes.

October 27.—Leavenworth and Miltonvale R. P. O., train 94, was wrecked near Fostoria, Kans., at 11.10 p. m., by the derailment of a stock car in the train. No mail was lost or damaged, and the clerk was uninjured. Delayed one hour and thirty minutes.

October 27.—Indianapolis and Peoria R. P. O., train 35, was derailed at Mound City, Ind., at 6.10 a. m. No damage to the car or mail resulted, and the clerks were uninjured. Delayed about four hours.

October 27.—Salt Lake City and Belknap Station (n. o.) R. P. O., train 6, was wrecked near Elsinore, Utah, at 4.18 p. m., the accident being caused by running over a cow. The mail car was so badly damaged as to render it unfit for service. No loss or damage to the mail, and the clerk escaped injury. Delayed about seventeen hours.

October 28.—Cuba and Salem R. P. O., train 42, was wrecked near Steeleville, Mo., at 11.15 a. m., by the derailment of a freight car in the train. No mail lost or damaged, and the clerk was uninjured. Delayed twenty minutes.

October 28.—St. Louis and Jackson R. P. O., train 1, was wrecked at 10.55 a. m., near Percy, Ill., by the derailment of the engine. No damage or injury to the mail or clerk resulted. Delayed thirty-five minutes.

October 29.—San Francisco and Los Angeles R. P. O. The mail car due to go forward in train 19 was run into at 7.45 a. m., at Oakland Pier (n. o.), Cal., by a switch engine and so badly damaged as to cause its abandonment. No loss or damage to the mail resulted. Clerk Frank Lorey was severely injured. No delay.

October 29.—Fort Madison and Ottumwa R. P. O., train 2, was derailed near Fort Madison, Iowa, at 7.04 p. m. No injury to the clerk or damage to the mail followed. Delayed thirty minutes.

October 29.—Plymouth and Rockymount R. P. O., train 65, was derailed near Plymouth, N. C., at 7.55 a. m. from an unknown cause. No damage resulted to the car or mail, and the clerk was uninjured. Delayed six hours and fifteen minutes.

October 30.—Kansas City and Fort Smith R. P. O., train 2, was wrecked at 10.15 a. m., near Belt Junction (n. o.), Mo., by the derailment of the tender, and a similar accident occurred at 10.35 p. m., near Barron, Ind. Ter., from the same cause. No damage to the mail or injury to the clerk followed in either case. Delayed three hours and five minutes.

October 31.—Kansas City and Lajunta R. P. O., train 5, was wrecked near Granada, Colo., at 2.35 a. m., by the derailment of the baggage and mail cars. No damage to the mail or injuries to the clerks followed. Delayed three hours and forty-five minutes.

October 31.—Conway Springs and Larned R. P. O., train 491, was wrecked at Seward, Kans., at 8.30 p. m., the accident being caused by a broken rail. No mail damaged, and the clerk was uninjured.

November 1.—Fernandina and Tampa R. P. O., train 10, was wrecked near Fernandina, Fla., at 6. 10 p. m., by running into an open siding. No mail lost or damaged; clerk uninjured. Delayed one hour and twenty-five minutes.

November 2.—Cape Girardeau and Hunter R. P. O., train 1, was wrecked near Williamsville, Mo., at 12 m., caused by the breaking of a wheel of baggage car. No damage or injury to the mail or clerk followed. Delayed one hour.

November 2.—Chicago and Streator R. P. O., train 10, was derailed at Millbrook, Ill., at 8.35 a. m. The mail car was so badly damaged as to compel its abandonment, but no injury to the mail or clerk resulted. Delayed two hours and fifteen minutes.

November 3.—Denver and Fort Worth R. P. O., train 1, was wrecked at Gulf Junction (n. o.), Colo., at 3.15 p. m., by the derailment of a sleeping car. There was no damage to the car or mail, and the clerk was uninjured. Delayed one hour and five minutes.

November 3.—Kansas City and Denver R. P. O., train 5, was derailed at 6 p. m. near Newman, Kans., by the breaking of a wheel. No mail lost or damaged, and the clerk was not injured. Delayed six hours.

November 3.—El Paso and Los Angeles R. P. O., train 20, was wrecked 14 miles west of El Paso, Tex., at 3.30 p. m., by the axle of the tender breaking. No damage resulted to the car or mail, and the clerk was uninjured. Delayed eight hours and fifty-five minutes.

November 3.—Houston and Cuero R. P. O., train 152, was derailed in the yards at Victoria, Tex., at 3.07 p. m., by a misplaced switch. No damage or injury to the car, mail, or clerk resulted. Delayed thirty minutes.

November 6.—Peoria and Evansville R. P. O., train 41, was wrecked at Allensville, Ill., at 12.44 p. m., by the derailment of a freight car in the train. The mail car was badly wrecked. Some mail was damaged by oil and water, but none lost or destroyed. Clerk J. M. Eaton was seriously injured. Delayed two hours.

November 6.—St. Louis, Louisiana and Kansas City R. P. O., train 41, was wrecked at East St. Louis, Ill., at 8.02 a. m., by collision with a freight train. No mail lost or damaged, and the clerk was not injured. Delayed one hour.

November 6.—New York, Geneva and Buffalo R. P. O., train 2, was derailed at Lackawanna Junction, at 1.20 a. m., with no resulting damage or injury to the mail or clerk. Delayed about three hours and thirty minutes.

November 7.—Sedalia and Denison R. P. O., trains 1 and 4, collided at Checotah, Ind. Ter., at 7.10 a. m., while train 1 was backing on siding. The postal car of train 1 was disabled, but no mail lost or damaged. Clerks J. M. Steele and Joseph M. Patton were injured. Delay to train 4 two hours; to train 1, three hours and ten minutes.

November 7.—Harrisburg and Chambersburg R. P. O., train 200. Clerk A. E. Martin (New York and Pittsburg R. P. O.), while performing substitute duty in the former R. P. O. was thrown from the car near Bowmansdale, Pa., while in the act of stooping to pick up a pouch from the floor, the train being in rapid motion, and seriously injured.

November 7.—Wheeling and Garrett R. P. O., train 8. The engine was derailed near Mount Vernon, Ohio, about 8 p. m., and turning over carried the postal car with it. No damage to the mail or injury to the clerks followed. Delayed three hours.

November 8.—Quincy and Council Bluffs R. P. O., train 3, was wrecked near Clyde, Mo., at 4.45 p. m., by the breaking of an axle of the tender, which resulted in the derailment of the entire train. No loss or damage to the mail. Clerk Loyal B. Torrence was slightly injured. Delayed seven hours and forty-five minutes.

November 8.—Cheyenne and Huntington R. P. O., train 2, ran into an open switch at Laramie, Wyo., at 11.20 p. m., colliding with freight cars on a side track. The mail car was slightly damaged, but no injury resulted to the mail or clerks. Delayed three hours.

November 8.—Stevens Point and Portage R. P. O., train 502, collided with a freight train near McDill, Wis., at 10.30 a. m. The mail car was badly wrecked, but no damage to the mail or injury to the clerk followed. Delayed about four hours.

November 8.—Park Rapids and Sauk Center R. P. O., train 110, was wrecked by the breaking of a wheel on the engine near Sauk Center, Minn., about 11 a. m. The mail car was slightly damaged. No injury to the mail or clerk. Delayed forty-five minutes.

November 9.—Denver and Grand Junction R. P. O., train 4, was wrecked in the yards at Salida, Colo., at 2.10 p. m., by a switch engine striking the mail car, slightly

damaging it. A small quantity of mail and equipment was damaged by oil and dirt. No injury to the clerk. No delay.

November 10.—St. Paul and Minot R. P. O., train 3, was held up by train robbers near Carlisle, Minn., about 7.40 p. m. When the attack was made the clerks, M. H. Danaher and A. J. Linvall, locked the doors of the car and extinguished the lights. Four separate demands for admittance to the car were made by the robbers, which the clerks disregarded, notwithstanding the fact that threats to blow the car up with dynamite, in event of refusal, were freely made. Several shots were fired into the car, one of which narrowly escaped striking Clerk Danaher. The car was slightly damaged in the attack, but no mail was lost and the clerks escaped injury. The train was under the control of the robbers about fifty minutes.

November 11.—Kansas City and Lajunta R. P. O., train 17, ran into a rock slide near Blackwell Station, N. Mex., at 5 p. m., resulting in no damage to the mail or injury to the clerks. Delayed three hours and forty-five minutes.

November 12.—Athens and Macon R. P. O., train 16, and Camak and Macon R. P. O., train 30, were in collision in the yards at Macon, Ga., about 8 p. m., resulting in no damage to the former, but badly wrecking the car of the latter, by which Clerk J. Lundie Smith was slightly injured. No mail lost or damaged. Delay to train 16 one hour and twenty minutes, and to train 30 three hours.

November 12.—Campbell and Caruthersville R. P. O., train 4, was wrecked in the yards at Kennett, Mo., at 7.15 p. m., caused by running into an open switch. No damage or injury to the mail or clerk followed.

November 13.—Stockton and Merced R. P. O., train 52, was wrecked in the depot at Stockton, Cal., at 5.20 p. m., while the train was being made up. The mail car was badly damaged and abandoned. No injury resulted to the mail or clerk. Delayed two hours and twenty minutes.

November 14.—Heron and Pipestone R. P. O., train 38, was derailed near Slayton, Minn., at 9.20 a. m., caused by a broken rail. No mail lost or damaged. Clerk Martin Mulville was slightly injured. No through service could be performed until the 16th, the track not being cleared.

November 14.—Benson and Nogales R. P. O., train 2, was wrecked in the yards at Nogales, Ariz., at 8.15 p. m., by running into an open switch. No injury resulted to the car, mail, or clerk. Delayed two hours.

November 14.—Findlay and Fort Wayne R. P. O., train 2, was wrecked near Grover Hill, Ohio, at 9 a. m., caused by the derailment of a freight car in the train. The mail car was thrown down an embankment and abandoned. A number of letters were damaged by oil, and Subclerk H. Chenoweth slightly injured. Delayed three hours.

November 15.—Sedalia and Denison R. P. O., train 1. The engine of this train was derailed near Clinton, Mo., at 9.15 p. m., causing a delay of one hour and ten minutes. No damage to the mail or injury to the clerk reported.

November 16.—Quincy and Council Bluffs R. P. O., train 4, was wrecked at 9.10 p. m., near Kirksville, Mo., caused by the derailment of the tender. No mail lost or damaged and the clerk uninjured. Delayed three hours and forty minutes.

November 17.—Fayetteville and Pettigrew R. P. O., train 83, was wrecked near Pettigrew, Ark., at 12.45 p. m., caused by the derailment of a freight car in the train. No injury to the clerk or damage to the mail or car followed. Delayed two hours.

November 17.—Tyler and Lufkin R. P. O., train 102, was delayed one hour at Lufkin, Tex., at 7.55 a. m., by the derailment of the engine. No damage to the car or mail or injury to the clerk resulted.

November 17.—Caseville and Pontiac R. P. O., train 2, was wrecked in the yards at Imlay City, Mich., at 5.58 p. m., caused by the train breaking apart, the two sections afterwards colliding. The mail car was so badly damaged as to compel its abandonment. Clerk and mail uninjured. Delayed two hours and thirty-five minutes.

November 17.—Goldsboro and Greensboro R. P. O., train 36, was wrecked by colliding with a freight train near Hawriver, N. C., at 1.50 p. m. No injury to the car, mail, or clerk resulted. Delayed six hours.

November 18.—Chicago and West Liberty R. P. O., train 21, collided with the rear end of a wrecking train near Wilton Junction, Iowa, at 7.55 a. m., slightly damaging the mail car, but causing no injury to the mail or clerks. Delayed five hours and fifteen minutes.

November 19.—Albuquerque and Los Angeles R. P. O., train 1, was held up by train robbers, at 12.25 a. m., near Daggett, Cal. The robbers retreated after one of their number was killed, and the train proceeded with but slight delay. The mail was not interfered with.

November 19.—Danville and Marion R. P. O., train 71, ran into an open switch at St. Elmo, Ill., at 4.30 p. m., deraiding the mail car, but resulting in no injury to the mail or clerk. Delayed eighteen hours.

November 19.—St. Louis, Louisiana and Kansas City R. P. O., train 44. The

engine was derailed at 6 a. m., at Godfrey, Ill., from an unknown cause. No damage or injury to the mail or clerk followed. Delayed one hour and twenty minutes.

November 20.—Detroit and Cincinnati R. P. O., train 6, was wrecked near Toledo, Ohio, at 2 p. m., by running into an open switch and colliding with some freight cars. The mail car was slightly damaged. A few letters damaged by oil. No clerks injured. Delayed fifty minutes.

November 21.—Paris and Ennis R. P. O., train 6. The engine was derailed at Ennis, Tex., 8.15 a. m., causing no damage, however, to the car or mail or injury to the clerk. Delayed one hour and fifty minutes.

November 22.—Springfield and Chadwick R. P. O., train 52, was wrecked near Cassidy, Mo., at 3.55 p. m., caused by the derailment of a freight car in the train. No injury to the mail or clerk followed. Delayed thirty-five minutes.

November 22.—Fayetteville and Pettigrew R. P. O., train 83. The derailment of a box car in the train caused a delay of one hour near Crosses, Ark., 10.55 a. m. No damage to the car or mail resulted. Clerk uninjured.

November 22.—Redding and Sacramento R. P. O., train 18, was derailed at Tehama, Cal., 5.55 a. m., the accident being caused by the failure of the trackmen to replace a rail. No damage to the car, mail, or clerk followed. Delayed three hours.

November 22.—Heron and Pipestone R. P. O., train 38, was wrecked on account of a snow blockade near Slayton, Minn., at 9.15 a. m. The mail car was derailed and ditched. No damage to the mail or injury to the clerk resulted. Delayed four hours.

November 23.—Lincoln and Alma R. P. O., train 6, was wrecked near York, Nebr., 12.35 p. m., the engine being derailed by snow on the track. No damage to the mail or injury to the clerk followed. Delayed twenty-eight hours.

November 23.—Tama and Sioux City R. P. O., train 3, ran into a train of freight cars on the side track at Odebolt, Iowa, 4 p. m., the accident being caused by an open switch. No damage to the mail or injury to the clerk. Delayed fifty-five minutes.

November 23.—Massena Springs and Utica R. P. O., train 8, was wrecked near Rome, N. Y., at 9.30 p. m., by running into the rear end of a freight train. No damage to the car or mail or injury to the clerk followed. Delayed twelve hours.

November 24.—Bastrop and Natchez R. P. O., train 1, was derailed near Rayville, La., at 11 a. m., by spreading of the rails. No damage to the mail or car or injury to the clerk. Delayed three hours and forty minutes.

November 24.—Lincoln and Billings R. P. O., train 42, was wrecked at Broken Bow, Nebr., 6.55 a. m., a freight train running into the rear of the train. The mail car was damaged and the letter mail scattered about the car, some of which was damaged by oil and water, but none lost or destroyed. Clerk W. P. Jacks was severely injured. Delayed one hour and twenty minutes.

November 24.—St. Paul and Des Moines R. P. O., train 2, was derailed near St. Paul, Minn., at 9.30 a. m., the mail car being so badly damaged as to compel its abandonment. No injury to the clerks or mail. Delayed three hours and forty minutes.

November 24.—Albert Lea and Burlington R. P. O., train 6, was derailed near Burlington, Iowa, 11.10 a. m. No damage to the mail or injury to the clerks resulted. Delayed four hours.

November 25.—Hastings and Oberlin R. P. O., train 143, was derailed near Hastings, Nebr., 9.30 a. m., the accident being caused by spreading rails. No injury to the clerk or mails. Delayed six hours.

November 25.—Albuquerque and Los Angeles R. P. O., train 2, was wrecked near Daggett, Cal., at 4 p. m., caused by the engine jumping the track. The mail car was so badly damaged as to be abandoned. No damage to the mail or injury to the clerk resulted. Delayed fourteen hours.

November 25.—Texarkana and Laredo R. P. O., train 1, was wrecked at Milano, Tex., 2.02 a. m., by being run into by a freight train at a railroad crossing. The mail car was standing at the crossing at the time and was completely demolished. The letter mail was scattered over the car and damaged by rain, but none supposed to be lost or destroyed. Clerks Frank Bernhard slightly and R. Bernhard seriously injured. Delayed about fifteen hours.

November 26.—Butte and Salt Lake City R. P. O., train 8, collided with a freight train at Dillon, Mont., the accident being due to an open switch. No damage to the car or mail. Clerk Wm. H. Proband was slightly injured. Delayed thirty minutes.

November 26.—Burlington and Quincy R. P. O., train 7, was derailed at Quincy, Ill., 10.45 a. m. No damage followed to the car, mail, or clerk. Delayed forty minutes.

November 26.—Palestine and Galveston R. P. O., train 5, was derailed in the yards at Houston, Tex., 4.30 a. m., resulting in no damage or injury to the car, mail, or clerk. Delayed forty minutes.

November 26.—Portland and Airlie R. P. O., train 33, was derailed at Tualitin, Oreg., 5.30 p. m., caused, it is claimed, by a stick of wood in switch frog. No damage to the car or mail or injury to the clerk resulted. Delayed six hours and twenty-five minutes.

November 27.—Chicago and Duluth R. P. O., train 6, was wrecked at Baraboo, Wis., 3.50 a. m., the accident being caused by the breaking down of the mail car. No injury to the clerk or mail resulted. Delayed one hour and fifty-seven minutes.

November 28.—Birmingham and Greenville R. P. O., train 37, was wrecked at 11.05 a. m., near Swains, Miss., the entire train being derailed and turned over. A few letters were damaged by oil and water, but none lost or destroyed. Clerk uninjured. Delayed seven hours and five minutes.

November 28.—Rincon and Silver City R. P. O., train 822, was wrecked at 8.25 a. m., near Silver City, N. Mex., caused by the derailment of a freight car in the train. No mail damaged or lost and the clerk was uninjured. Delayed two hours and forty-five minutes.

November 28.—St. Louis and Newton R. P. O., train 1, collided with an express train 8 p. m., near Globe, Mo., resulting in no damage to the mail or injury to the clerks. Delayed four hours and ten minutes.

November 28.—Wichita and Englewood R. P. O., train 458, was wrecked 6.50 a. m., near Belvidere, Kans., by the derailment of a box car in the train. No damage to the mail or injury to the clerk followed. Delayed three hours and ten minutes.

November 28.—McGeehee and Warren R. P. O., train 209, was wrecked 5 p. m., near Halley, Ark., caused by spreading rails. No damage to the car or mail or injury to the clerk resulted. Delayed ten hours and thirty minutes.

November 28.—Boston, Clinton and Fitchburg R. P. O., train 1, was wrecked at Natick, Mass., 7.25 a. m., the accident being caused by collision with a wild engine. The mail car was badly damaged and some of the paper mail damaged by liquid from broken hand grenades. No injury resulted to the clerks. Delayed one hour and fifty-five minutes.

November 28.—Boston and Plymouth R. P. O., train 1117, was derailed in the yard at Boston, Mass., 7 a. m. No damage to the mail, but the clerk was slightly injured. Delayed thirty minutes.

November 29.—Cedar Rapids and Sioux Falls R. P. O., train 63, ran into the rear end of a freight train (which had broken in two) 2.10 a. m., near Grundy Center, Iowa. The mail was thrown from the cases, but none lost or destroyed. The clerks were uninjured. Delayed nine hours and forty minutes.

November 29.—Newport and Cushman R. P. O., train 126, was wrecked near Batesville, Ark., at 1.45 p. m., by the derailment of box cars in the train. No damage to the car, mail, or clerks followed. Delayed nineteen hours and twenty minutes.

November 29.—Sedalia and Kansas City R. P. O., train 74, was held up by masked robbers near Hughesville, Mo. Two of the robbers were captured and the train delayed but fifteen minutes. The mail car and clerk were not molested.

November 29.—Hutchinson and Kinsley R. P. O., train 342, was wrecked near Stafford, Kans., 6.15 p. m., by breaking of an axle under a box car. The mail car was derailed and the mail scattered about the car, but none was lost or destroyed. The clerk was not injured. Delayed three hours and fifteen minutes.

November 30.—Fayetteville and St. Paul R. P. O., train 83, was wrecked near Pettigrew, Ark., at 2.20 p. m., by the derailment of a box car. No damage resulted to the car or mail. Clerk T. B. Littlejohn was slightly injured. Delayed twenty minutes.

November 30.—Omaha and Kansas City R. P. O., train 1, collided with a freight train near South Omaha, Nebr., 5.30 a. m. No damage or injury followed to the car, mail, or clerk. Delayed two hours.

November 30.—Kansas City and Fort Smith R. P. O., train 1, was derailed at Joplin, Mo., 3.35 p. m. No loss or damage to the mail or injury to the clerk. Delayed four hours and fifty minutes.

December 1.—Council Bluffs and Kansas City R. P. O., train 22, was wrecked near St. Joseph, Mo., at 4.29 a. m., by running into an open switch and colliding with an engine and box car on side track. The mail car was so badly damaged as to be abandoned. No injury resulted to the clerks or mail. Delayed one hour and twenty minutes.

December 1.—Kansas City and Fort Smith R. P. O., train 2, was wrecked near Cleveland, Mo., at 11.28 a. m., caused by spreading rails. The entire train was derailed, resulting in no damage, however, to the mail or injury to the clerks. Delayed three hours and fifteen minutes.

December 3.—Bastrop and Natchez R. P. O., train 2, was derailed near Gilbert, La., 4.35 p. m. No damage to the mail or car, and the clerk was uninjured. Delayed three hours.

December 3.—Cairo and Gatesville R. P. O., train 3, was wrecked at Corsicana, Tex., 4.15 p. m., by collision with box cars on the main track. The mail car was slightly damaged. No mail lost or destroyed. Clerk J. F. Anderson was slightly injured. Delayed two hours and twenty-three minutes.

December 3.—Omaha and Auburn R. P. O., train 362, collided with a string of coal cars on the side track at West Side, Nebr., 5.20 p. m., the accident being caused by an open switch. No damage or injury followed to the mail or clerk. Delayed three hours and twenty-five minutes.

December 4.—Houston and El Paso R. P. O., train 19, ran over a hay press near Hondo, Tex., 10.15 a. m., resulting in no damage or injury to the car, mail, or clerk. Delayed thirty minutes.

December 4.—Cincinnati and Nashville R. P. O., train 5, collided with a freight train near Independence, Ky., about 8.15 a. m. No damage to the mail or car. Clerk T. W. Johnson was slightly injured. Delayed four hours and fifteen minutes.

December 5.—New York, Geneva and Buffalo R. P. O., train 2, was run into by an express train at North Leroy, N. Y., 9.25 p. m. No damage to the mail or car or injury to the clerks resulted. Delayed about two hours.

December 5.—Harrington and Lewes R. P. O., train 385, was derailed at Ellendale, Del., 11.12 a. m. No damage to the mail or car and the clerk was not injured. Delayed six hours.

December 5.—Peoria and Evansville R. P. O., train 2. While at Mattoon, Ill., the mail car was backed into by an engine, throwing clerk O. F. Ashmore violently against the stove and severely injuring him.

December 5.—Des Moines, Savanna and Kansas City R. P. O., train 1, was wrecked near Des Moines, Iowa, 11.10 a. m., the accident being caused by spreading rails. No damage to the mail or injury to the clerk resulted. Train was annulled.

December 5.—Cleveland, Fort Wayne and Chicago R. P. O., train 1, was wrecked at 10.15 a. m., near Leipsic, Ohio, by a broken rail. The mail car was derailed and damaged. The mail was scattered about the car but none lost or damaged. Clerks C. H. Glasgow and S. C. Anstett were slightly injured. Delayed two hours and forty-five minutes.

December 5.—Minneapolis and Council Bluffs R. P. O., train 2, was wrecked near Belleplaine, Minn., at 7.45 a. m., the accident being caused by the breaking of an axle under the tender. The mail car was damaged but no injury or loss to the mail resulted. With the exception of some slight bruises, the clerks escaped injury. Delayed about five hours and thirty minutes.

December 5.—Leavenworth and Miltonvale R. P. O., train 96, was wrecked near Clay Center, Kans., at 5.15 p. m., caused by a broken rail. The mail car was derailed, turned over on its side, and badly damaged. The letter mail was thrown from the cases and a portion of it soiled by oil, but none lost. Clerk J. M. Kurtz was painfully injured. Delayed three hours and twenty minutes.

December 6.—Houston and El Paso R. P. O., train 19, was delayed near Marfa, Tex., 9.40 p. m., by the derailment of the tender. There was no damage to the car or mail, and the clerk was uninjured. Delayed fourteen hours.

December 7.—Charlotte and Atlanta R. P. O., train 37, was wrecked near Fort Madison, S. C., 3.23 p. m., caused by colliding with a wagon at a crossroad. No mail lost or damaged and the clerks were uninjured. Delayed four hours.

December 7.—Boston and Greenville R. P. O., train 69, was wrecked near Ayer, Mass., at 6.10 p. m., by collision with some freight cars. The mail car was so badly damaged as to compel its abandonment. Clerk and mail uninjured. Delayed two hours.

December 8.—St. Louis and Kansas City R. P. O., train 7, was delayed fifteen minutes at Knobnoster, Mo., by the derailment of the engine. No damage or injury to the mail or clerks followed.

December 8.—Chicago and Evansville R. P. O., train 3, was run into by a freight train at Oakdale Junction, Ill., 12.11 a. m., the accident being due to an open switch. None of the clerks were injured and no damage resulted to the mails. Delayed three hours and thirty minutes.

December 9.—New York and Grafton R. P. O., train 528, was wrecked at Bradshaw, Md., 8.30 a. m., by collision with a freight train projecting from a side track. The mail car was slightly damaged but no mail lost or destroyed or clerks injured. Delayed one hour.

December 9.—Danville and Stuart R. P. O., train 2, was delayed one hour at Cutz, Va., 6.35 a. m., by the derailment of a car in the train. No damage or injury to the car, mail, or clerk resulted.

December 10.—Wichita and Englewood R. P. O., train 457, was wrecked near Spivey, Kans., 12.30 p. m., on account of the engine running into an open switch. No injury to the clerk or mail followed. Delayed seven hours and fifteen minutes.

December 10.—Marion and Kansas City R. P. O., train 2, collided with a freight train near Ottumwa, Iowa, 6 p. m. The mail car was totally demolished, but the clerk miraculously escaped injury. No mail damaged. Delayed six hours.

December 11.—Cuba and Salem R. P. O., train 42, was wrecked near Steelville, Mo., 10 a. m., by the derailment of a box car. No damage or injury to the mail or clerk resulted. Delayed three hours.

December 11.—Quincy and Council Bluffs R. P. O., train 3, was wrecked near Humphreys, Mo., at 12.15 p. m., caused by the derailment of the tender. No mail lost or damaged and the clerk was uninjured. Delayed three hours.

December 11.—Kansas City and Lajunta R. P. O., train 115, collided with a light engine at Horners Station (n. o), Kans., at 6.43 a. m. No clerks were injured and no mail lost or damaged. Delayed fifty-seven minutes.

December 11.—Ogden and San Francisco R. P. O., train 3, was derailed near Promontory, Utah, at 4.25 a. m., without resulting injury to the clerks, car, or mail. Delayed seven hours and fifty minutes.

December 11.—Huntington and Portland R. P. O., train 1, was wrecked by a rear-end collision near Gibbon, Oreg., at 7.45 a. m. No damage to mail or car or injury to the clerks followed. Delayed two hours.

December 11.—Denver and Leadville R. P. O., train 2, was wrecked at 12.30 p. m., near Como, Colo., by the breaking of a wheel of the engine. No injury resulted to the clerk or mail. Delayed four hours.

December 11.—Chattanooga and Memphis R. P. O., train 5, was wrecked near Stevenson, Ala., about 11.30 p. m., by the derailment of the engine. The mail car was badly wrecked and Clerk D. T. Moss seriously injured. No mail lost or damaged.

December 11.—Chicago and Cincinnati R. P. O., night line. While standing in the Illinois Central R. R. yards at Chicago, Ill., about 2 p. m., the letter car was discovered to be on fire. Upon entering the car, Clerk L. E. Tallentire was found overcome by the heat and badly burned. A large quantity of mail equipment was destroyed and the car completely wrecked. No mail destroyed.

December 12.—Chicago and Cairo R. P. O., train 1, was derailed in the yards at Chicago, Ill., 2.15 a. m., the accident being caused by a defective switch, and at Effingham, Ill., the same train collided with a freight car at 9.05 a. m. No injury to the clerks or damage to the mails ensued in either case. Delayed one hour and fifty-five minutes.

December 12.—Detroit, Three Rivers and Chicago R. P. O., train 3, collided with a freight train at Pullman, Ill., 6.35 p. m. Clerk and mails were uninjured. Delayed one hour and forty-five minutes.

December 12.—Portland and Island Pond R. P. O., train 5, collided with a rear end of a freight train near Danville Junction at 2.37 p. m. No injury to the clerks or damage to the mail resulted. Delayed one hour and forty-five minutes.

December 12.—Leavenworth and Miltonvale R. P. O., train 94, was wrecked near Wheaton, Kans., 1.20 p. m., by the derailment of two box cars in the train. No mail lost or damaged and the clerk was uninjured. Delayed nine hours.

December 13.—Elba and Rocky Mount R. P. O., train 9, was derailed near Elba, Va., at 5.40 p. m., by a broken rail. The mail car was so badly damaged as to compel its withdrawal from the train. No mail lost or destroyed and the clerk sustained no injury. Delayed two hours.

December 13.—Bastrop and Natchez R. P. O., train 1, was derailed near Oakridge, La., 11.45 a. m. No damage or injury to the car, mail, or clerk followed. Delayed twelve hours.

December 13.—El Paso and Los Angeles R. P. O., train 19, the mail car was run into by a switch engine while standing in the depot at Los Angeles, Cal., 7.50 a. m., and so badly damaged as to be abandoned. Clerk Carl E. Caress was slightly injured. Delayed forty minutes.

December 13.—Canastota and Elmira R. P. O., train 147, was derailed near Cortland, N. Y., at 11.02 a. m., resulting in no injury, however, to the clerk, mail, or car. Delayed two hours.

December 14.—Quincy and Council Bluffs R. P. O., train 3, was wrecked near Kirksville, Mo., at 9.25 a. m., caused by the derailment of the tender. No injury to the clerk or mail. Delayed three hours.

December 14.—Jacksonville and Pensacola R. P. O., train 2, was wrecked near Madison, Fla., at 2.58 p. m., the accident being caused by the train running into a herd of cattle. The result was very disastrous and included the destruction of the mail car and a large quantity of mail by fire. Clerk W. H. H. Styles and acting clerk J. H. Howell were severely injured. Delayed twelve hours.

December 14.—Spokane and Coulee R. P. O., train 13, was wrecked near Davenport, Wash., at 1.05 p. m., caused by a broken flange. The mail car was seriously damaged, but no injury to the mail or clerk followed. Delayed five hours and fifteen minutes.

December 15.—Kenova and Bluefield R. P. O., train 11, was delayed four hours near Wayne C. H., W. Va., 3.28 p. m., by the derailment of the engine. No damage to the car or clerk resulted.

December 15.—Caseville and Pontiac R. P. O., train 1, was wrecked near Pigeon, Mich., at 12.20 p. m., by the breaking of the engine. The wheels of the tender were forced back under the mail car, derailing and damaging it. No injury to the mail or clerk resulted. Delayed seven hours.

December 15.—Denver and Fort Worth R. P. O., train 2, was wrecked near Barela (n. o.), Colo., about 7 a. m., the accident being caused by a broken rail. The entire train was derailed and the mail car overturned and badly wrecked. The mail was scattered about the car and a large quantity of letters damaged by oil, snow, and mud. Clerk Fred L. Bartlett was seriously injured.

December 15.—White River Junction and Concord R. P. O., train 117 (short run of the St. Albans and Boston R. P. O.), was wrecked near Franklin, N. H., at 7.50 p. m., the accident being probably caused by a misplaced switch. The mail car was derailed,

ditched, and disabled. No mail damaged or clerks injured. Delayed about twelve hours.

December 16.—Sedalia and Paola R. P. O., train 48, was wrecked at Louisburg, Kans., 2.45 p. m., by the derailment of two freight cars in the train. No damage or injury to the mail or clerk followed. Delayed eight hours and fifteen minutes.

December 16.—Switz City and Effingham R. P. O., train 1, was run into by a freight car at Switz City, Ind., 11.15 a. m., slightly damaging the mail car but causing no injury to the clerk or mail. Delayed ten minutes.

December 16.—Pittsburg and St. Louis R. P. O., train 5. On arrival at Effingham, Ill., the "paper car" was discovered to be on fire, which was extinguished by the local fire department. A large quantity of paper mail and equipment was destroyed and damaged by fire and water. No clerks were injured.

December 17.—San Francisco and Los Angeles R. P. O., train 19, collided with the rear end of a freight train near Tulare, Cal., at 7.20 p. m. No damage to the car or mail or injury to the clerks resulted. Delayed one hour and forty minutes.

December 17.—Chicago and Evansville R. P. O., train 4, was wrecked at Kings, Ind., 8.10 p. m., caused by the explosion of the boiler of the engine. No clerks were injured or mail damaged. Delayed four hours and thirty minutes.

December 18.—Cincinnati and Chattanooga R. P. O., train 3, was wrecked at Melville, Tenn., about 5.45 a. m., by collision with a freight train. The mail car was badly wrecked and also caught fire from an overturned heater. The fire was subdued and much valuable mail saved by the gallant efforts of Clerk G. W. Burns. A portion of the paper mail was damaged by water. No mail lost or clerks injured. Delayed six hours.

December 19.—Leavenworth and Topeka R. P. O., train 102, was wrecked near Oskaloosa, Kans., at 9.30 a. m., by spreading rails. No mail lost or damaged and clerk uninjured. Train was abandoned.

December 19.—St. Louis and Council Bluffs R. P. O., train 15, was delayed forty-eight minutes near McCurry, Mo., 6.28 a. m., by the derailment of the engine. No damage or injury to the mail or clerks followed.

December 19.—Kansas City and Fort Smith R. P. O., train 1, was wrecked near Worland, Mo., 2.10 p. m., caused by the derailment of the tender. No injury to the mail or clerk. Delayed one hour and five minutes.

December 19.—Chicago and Cairo R. P. O., train 2. Clerk L. H. Warriner was severely injured by the sudden stopping of the train causing him to be thrown violently against a table.

December 20.—Roper and Sedan R. P. O., train 489, was wrecked near Monett, Kans., 11.45 a. m., caused by the derailment of a portion of the train. No mail damaged and the clerk was uninjured. Delayed twenty-five minutes.

December 21.—New York and Pittsburg R. P. O., train 14, was wrecked near Colonia, N. J., about 7.10 a. m., the accident being caused by being run into at the rear by the second section of train 10, a heavy fog prevailing at the time. The platforms of the postal cars were damaged, but no injury or loss to the mail resulted. Clerks J. G. Geary, G. T. Robinson, and C. B. Ewing were severely injured. Delayed about five hours.

December 21.—Jefferson and McKinney R. P. O., train 1. Near Princeton, Tex., 4.32 p. m., an axle of the engine broke, delaying the train seven hours and fifteen minutes, but resulting in no damage to the mail or injury to the clerk.

December 21.—Rockford and Mineral Point R. P. O., train 124, was wrecked by collision with a freight train in the yards at Beloit, Wis., about 5.30 p. m. The mail car was so badly damaged as to be withdrawn from service. No mail lost or damaged. Clerk E. A. Irvine was painfully injured.

December 21.—Chicago and Cincinnati R. P. O., train 12, was derailed at Matteson, Ill., 9.53 a. m., caused by an open switch. The mail car was considerably damaged and abandoned. No damage to the clerks or mail. Delayed three hours and fifteen minutes.

December 21.—St. Louis and Paducah R. P. O. Clerk E. G. Mitts was painfully injured while catching a pouch at Canaville, Ill., the crane leaning too near the track and breaking the cinder guard.

December 22.—Clayton and Chestertown R. P. O., train 1, was wrecked at Dulaneys, Del., 8.25 a. m., the accident being caused by spreading rails. No damage to mail or injury to the clerk. Delayed about nine hours.

December 24.—Texarkana and Laredo R. P. O., train 2, was wrecked near Fay, Tex., at 8.10 a. m., caused by a broken rail. No damage to the car or mail or injury to the clerk resulted. Delayed one hour and twenty minutes.

December 24.—Cairo and Memphis R. P. O. (the steamer *City of Osceola*) was wrecked near Kennedy, Mo., at 7.30 a. m., striking a snag and sinking. The mail was saved and the clerk escaped injury. A portion of the mail equipment was lost.

December 24.—Macon and Palatka R. P. O., train 5, was wrecked near Tifton, Ga., at 9.30 p. m., caused by the derailment of a freight car in the train. A quantity of

letters were slightly damaged by oil, but none lost. Clerk uninjured. Delayed five hours.

December 24.—Omaha and Ogden R. P. O., train 1, collided with a helper engine at Simpson, Wyo., 4.20 a. m., no injury to the clerks or damage to the mail following. Delayed three hours and forty minutes.

December 25.—St. Louis and Texarkana R. P. O., train 56, was delayed one hour and thirty minutes at Curtis, Ark., 6.15 p. m., by the derailment of a passenger coach. No damage to the mail or car or injury to the clerks resulted.

December 25.—Chicago, Elroy and St. Paul R. P. O., train 2, collided with a freight train in the yards at Madison, Wis., about 4.40 a. m. The mail car was damaged, but no injury to the mail or clerk followed. Delayed three hours.

December 26.—Oroville and Sacramento R. P. O., train 50, was wrecked near Sacramento, Cal., at 7.36 a. m., caused by a head-on collision with a freight train during a dense fog. The mail car was telescoped by the tender and badly wrecked. The mail and clerk escaped injury. Delayed three hours.

December 27.—Toledo, Frankfort and St. Louis R. P. O., train 3, ran into an open switch at Coffeen, Ill., at 3.20 p. m., and collided with a car of coal. No damage to the mail or car resulted, but Clerk J. H. Melven was seriously injured. Delayed one hour and thirty minutes.

December 27.—Portland and Island Pond R. P. O., train 6. The engine was derailed near Gilead, Me., at 8.30 a. m., caused by the breaking of an axle. No injury to the car, mail, or clerk. Delayed four hours and ten minutes.

December 28.—Chicago and Minneapolis R. P. O., train 3, was delayed three hours at Camp Douglas, Wis., 4.48 a. m., by the derailment of the engine. No clerks injured or mail damaged.

December 29.—Antonito and Santa Fe R. P. O., train 425, was wrecked near Antonito, Colo., 12.20 p. m., caused by snow and ice on the track derailing the engine. No injury to the mail or clerk followed. Delayed nearly forty-eight hours.

December 30.—Wynne and Helena R. P. O., train 101, was delayed one hour and five minutes at Marianna, Ark., 12.15 p. m., the engine striking a horse and becoming derailed. No damage to the mail or injury to the clerk followed.

December 30.—New York, Geneva and Buffalo R. P. O., train 4, was wrecked near Wysox Station, Pa., 1.45 p. m., by striking a truck of a passing freight train. The mail car was badly damaged, but the clerk and mail were uninjured. Delayed two hours and thirty minutes.

December 31.—Leavenworth and Miltonvale R. P. O., train 93, was wrecked near Easton, Kans., 12 m., by the derailment of a freight car in the train. No mail lost or damaged, and the clerk was not injured. Delayed one hour.

December 31.—Bastrop and Natchez R. P. O., train 2. At 2.55 p. m., at Collinston, La., a freight car in the train was derailed, resulting in no damage to the mail or injury to the clerk. Delayed four hours.

December 31.—Denison and Houston R. P. O., train 1, was wrecked at a bridge near McKinney, Tex., at 9.40 p. m., by the derailment of the tender. The entire train with the exception of the engine and baggage car was demolished. The mail car turned over, striking a pier of the bridge and causing a steel rail to run entirely through it. Much damage to the car and to some of the mail ensued. Clerks A. P. Roberdeau and Samuel R. Nussbaum were severely injured in the wreck, and also suffered much from exposure to the cold.

1899—January 1.—Kansas City and Fort Smith, R. P. O., train 3, was delayed forty minutes near Belt Junction (n. o.), Mo., 7.45 a. m., by the derailment of the tender. No injury to the clerk or damage to the mail resulted.

January 2.—Spokane and Coulee City, R. P. O., train 13, was wrecked near Almira, Wash., at 11.45 a. m., caused by collision with a snow plow, without resulting damage or injury to the mail or clerk. On account of the wreck and snow blockade the line was not opened until the 8th inst.

January 3.—Alamosa and Creede R. P. O., train 416, was wrecked near Monte Vista, Colo., at 5.15 p. m. No mail lost or damaged and the clerk was uninjured. Delayed two hours.

January 3.—Kansas City and Memphis R. P. O., train 4, was held up by train robbers at Macomb, Mo., but the mail car was not molested. Delayed one hour and forty-five minutes.

January 3.—Quincy and Council Bluffs R. P. O., train 4, was wrecked at Stanberry, Mo., 12.30 p. m., caused by the rear trucks of engine breaking. No injury to the mail or clerk followed. Delayed one hour.

January 4.—Kansas City and Memphis R. P. O., train 4, was wrecked near Thayer, Mo., on account of the engine jumping the track. The mail car was derailed, but no damage to it or the clerk resulted. Delayed eight hours and fifteen minutes.

January 4.—St. Louis and Kansas City R. P. O., train 10, was wrecked near Jefferson City, Mo., at 3.35 a. m., the accident being caused by running into a rock slide. The entire train was derailed and the two postal cars badly damaged. It is believed

a few letters were lost. Clerks L. B. Rifenbary seriously and Charles Garner slightly injured. Delayed eight hours.

January 4.—Pulaski City and Monarat R. P. O., train 78, was derailed near Sansom, Va., at 1.55 p. m., without resulting injury to the mail or clerk. Delayed four hours and forty minutes.

January 4.—Kansas City and Caldwell R. P. O., train 2, was wrecked at 11.20 a. m., near Peabody, Kans. No mail lost and the clerk was uninjured. Delayed three hours and twenty minutes.

January 4.—Pittsburg and Fairchance R. P. O., train 108, collided with a rock near Moyer, Pa., at 6.35 p. m. No damage to the car or mail, or injury to the clerk. Delayed two hours.

January 5.—St. Louis and Paducah R. P. O., train 302, was wrecked at 1.50 p. m., near Grantsburg, Ill., the accident being caused by spreading rails. The entire train, with the exception of the engine, was derailed. The mail car was badly damaged, and Clerk W. H. Linck slightly injured. Delayed four hours.

January 5.—Buffalo and Pittsburg R. P. O., train 4, was wrecked near Emlenton, Pa., 4.30 a. m., by running into a landslide. The mail car was slightly damaged, but no injury resulted to the mail or clerks. Delayed one hour and forty minutes.

January 5.—Asheville and Murphy R. P. O., train 67, was derailed near Andrews, N. C., at 5.35 p. m., caused by the breaking of journal on truck of the engine. The mail car turned over, but no damage to the mail or injury to the clerk resulted. Delayed twenty-four hours.

January 7.—Batavia and Niagara Falls R. P. O., train 421, while being shifted at North Towanda, N. Y., 4.30 p. m., the mail car ran into the forward part of the train, injuring Clerk A. W. Osgood. No damage to the mail nor any delay followed.

January 7.—Hannah and Breckenridge R. P. O., train 133, was wrecked near Hatton, N. Dak., at 8.25 a. m., caused by a broken rail. No injury resulted to the mail or clerks. Delayed one hour and thirty-five minutes.

January 8.—Louisville, Henderson and Evansville R. P. O., train 41, was derailed at Henderson, Ky., 12.46 p. m. No damage to the mail or car followed, but Clerk George B. Shaw was slightly injured. Delayed about two hours.

January 9.—Mackinaw and Detroit R. P. O., train 204, collided with an express train near Zilwaukee, Mich., at 7.40 a. m., slightly damaging the mail car. No mail lost or destroyed. Clerk J. R. Cameron jumped from the car and was slightly injured. Delayed two hours and thirty minutes.

January 10.—Omaha and Ogden R. P. O., train 3, was wrecked near Lodgepole, Nebr., 4.30 a. m., by a head-on collision with the second section of train 2. The mail car was badly wrecked, and, with the exception of it and one passenger coach, the entire train was destroyed by fire. A portion of the letter mail was damaged. Ten sacks of mail in baggage car were burned. Clerks escaped injury.

January 10.—New York and Chicago R. P. O., train 35, was wrecked at Chicago, Ill., 8.40 p. m. The head postal car was derailed and slightly damaged. Clerks and mail uninjured. Delayed two hours.

January 11.—Barnesville and West Milton R. P. O., train 5, collided with a coal train at Danville, Pa., 5 p. m. No damage to the car or mail or injury to the clerk resulted. Delayed about one hour.

January 11.—Ogden and San Francisco R. P. O., train 1, collided with a freight train near Donner, Cal., at 6.35 p. m. The mail car was telescoped by the engine and almost completely wrecked. No mail was lost, but some damaged by water. Clerks escaped injury. Delayed seven hours.

January 12.—St. Paul and Hutchinson R. P. O., train 29, was wrecked by a collision in the yards at Hutchinson, Minn., 9.45 p. m. The mail car was damaged and Clerk J. T. Spiel injured. No mail was lost.

January 12.—Superior and Strong R. P. O., train 307, was wrecked near Courtland, Kans., at 10.20 a. m., the train being purposely run into an open switch to prevent possible collision with an approaching train. No mail damaged, and the clerk was uninjured. Delayed four hours and thirty minutes.

January 13.—Fairland and Martinsville R. P. O., train 304, was wrecked near Franklin, Ind., about 7 a. m., the accident being caused by a log falling from a car and rolling under the train. No injury to the mail, clerk, or car. No delay to the mail.

January 13.—Amadee and Reno R. P. O., train 1, was derailed near Reno, Nev., 9.05 a. m. The clerk escaped without injury. No damage to the mail or car. Delayed two hours.

January 13.—Nevada and Conway Springs R. P. O., train 10, was wrecked near Nevada, Mo., at 8.45 p. m., caused by collision with a coal car standing on the main track on a high trestle. No mail lost or damaged. Clerk W. F. Almond was slightly injured. Delayed one hour.

January 14.—Lyons and Williamsport R. P. O., train 6, was wrecked near Tiadaghton, Pa., 3.30 p. m., by a tree on the track. The mail car was wrecked but no mail lost or damaged. Clerk uninjured. Delayed ten hours.

January 14.—Pittsburg and Washington R. P. O., train 160, collided with an obstruction on the track near Birmingham Station, at 2.05 p. m. The mail car was slightly damaged. No injury resulted to the clerk or mail. Delayed about one hour.

January 14.—Newport and Springfield R. P. O., train 49, was wrecked near Windsor, Vt., 12.10 a. m., caused by the mail car striking a freight car on the siding. The car was damaged and the letters thrown to the floor, none, however, being lost or damaged. The clerks escaped injury. Delayed fifteen minutes.

January 15.—Wynne and Helena R. P. O., train 102, ran into an open switch at Lagrange, Ark., 6.35 p. m., colliding with a freight car. No damage or injury resulted to the car, mail, or clerk. Delayed one hour and fifty minutes.

January 15.—Sidell and Olney R. P. O., train 27, was derailed near Hunt, Ill., 1.15 a. m. The clerk was uninjured, and no damage followed to the mail. Delayed six hours and thirty minutes.

January 15.—Bastrop and Natchez R. P. O., train 2, was wrecked near Collinston, La., at 2.15 p. m., by the derailment of a freight car in the train. No damage to the car or mail, or injury to the clerk followed. Delayed two hours and twenty-five minutes.

January 15.—New York and Chicago R. P. O., train 15, ran into a freight train near Whiting, Ind., about 4 p. m., slightly damaging the mail car but doing no injury to the clerks or mail. Delayed six hours.

January 15.—Cincinnati and St. Louis R. P. O., train 4, was delayed near Noble, Ill., 5.15 a. m., by the derailment of a portion of the train. No injury to the clerks or damage to the mail resulted. Delayed five hours.

January 16.—Monett and Paris R. P. O., train 2, was delayed two hours and forty minutes near Mountainburg, Ark., at 2 a. m., caused by the derailment of the tender. No damage to the car or mail, and the clerks were uninjured.

January 16.—New York and Chicago R. P. O., train 35, was wrecked near Ashtabula, Ohio, at 10.08 a. m., by collision with the rear end of a freight train. The mail cars were slightly damaged. Mail and clerks uninjured. Delayed three hours.

January 17.—Chicago, Aurora and Rockford R. P. O., train 9, was delayed twenty-five minutes near Lee, Ill., 7 a. m., the accident being caused by the derailment of the tender, due to the train running into a drove of cattle. No damage to the mail or injury to the clerk resulted.

January 17.—Salida and Durango R. P. O., train 5, was derailed near Dulce, N. Mex., at 4.05 p. m. No mail lost or damaged, and the clerk was uninjured. Delayed ninety minutes.

January 17.—Chattanooga and Gadsden R. P. O., train 1, was wrecked near Marsh, Ga., 10.45 a. m., caused by a broken wheel. No mail lost or damaged, and the clerk escaped injury. Delayed twenty-one hours.

January 18 —Houston and El Paso R. P. O., train 19, was wrecked in the yards at Sierra Blanca, Tex., 12.10 a. m., by collision with the rear end of a freight train. Clerk, mail, and car were uninjured. Delayed one hour and thirty-five minutes.

January 19.—Albuquerque and Los Angeles R. P. O., train 2, was wrecked at Barstow, Cal., 3.40 p. m., by collision with an engine in the railroad yards. The mail car was damaged to such an extent as to compel its abandonment. All the letters were thrown from the cases and a portion damaged by oil from the lamps, but none lost or destroyed. The clerk escaped injury. Delayed one hour and thirty minutes.

January 20.—Monroe and Atlanta R. P. O., train 23, was wrecked near Watts, S. C., at 1.20 p. m., by the derailment of the tender. No mail lost or damaged, and the clerk was uninjured. Delayed three hours.

January 20.—Essex Junction and Boston R. P. O., train 53, was wrecked near West Acton, Mass., at 4.50 p. m., by collision with the rear end of a freight train. The mail car was badly damaged and abandoned. There was no damage to the mail, and the clerks were not seriously injured. Delayed three hours.

January 20.—Lyons and Williamsport R. P. O., train 6. Subclerk M. L. Gregory was dangerously injured while making a catch at Hilborn, Pa.

January 22.—Kansas City and Colorado Springs R. P. O., train 5, was wrecked at 4.45 a. m., near Genoa, Colo., caused by the derailment of the tender. No mail was lost or damaged, and the clerk was uninjured. Delayed three hours.

January 23.—Omaha and Kansas City R. P. O., train 1, ran into an open switch at South Omaha, Nebr., 5.30 a. m, with no resulting injury to the mail or clerk. Delayed fifty minutes.

January 23.—Chicago, Milwaukee and North McGregor R. P. O., train 8, was wrecked at Bridgeport, Wis., 6.50 a. m., the accident being caused by collision with a rock on the track. The mail car was slightly damaged. The clerks were uninjured, and no mail was lost or damaged. Delayed forty-five minutes.

January 24.—Chattanooga and Gadsden R. P. O., train 1, was wrecked near Bristow, Ala., about 6.30 p. m., caused by a tree falling across the track. No mail lost or damaged, and the clerk was uninjured. Delayed twenty-four hours and fifty minutes.

January 24.—Kansas City and Fort Smith R. P. O., train 2, was wrecked at 1.05

p. m., near Amoret, Mo., by the derailment of the tender. The clerk was uninjured and no mail lost or damaged. Delayed one hour and forty minutes.

January 24.—Sumas and Seattle R. P. O., train 1, collided with the rear end of a freight train at Ravenna, Wash., 9.40 a. m. The mail car was so badly damaged as to be abandoned. No loss or damage to the mail. Clerk uninjured. Delayed six hours.

January 24.—Hannah and Breckenridge R. P. O., train 133, was wrecked at Dwight, N. Dak., 4 a. m., the accident being caused by the derailment of the engine. No damage to the car or mail, and the clerk was not injured. Delayed one hour and thirty minutes.

January 24.—Spokane and Tacoma R. P. O., train 2, was wrecked near Cle Elum, Wash., 9.20 p. m., caused by running into a landslide. The mail car was ditched and a small quantity of paper mail burned and damaged by fire from the stove, which had upset. A few letters soiled by oil from the lamps. Clerk William C. Ott was severely injured. Delayed thirteen hours and twenty minutes.

January 24.—Mackinaw and Calumet R. P. O., train 1, met with an accident near Autrain, Mich., at 1.22 p. m., due to the derailment of the engine. No damage resulted to the car or mail or injury to the clerk. Delayed three hours and thirty minutes.

January 25.—Palestine and Galveston R. P. O., train 12, collided with some box cars at a railroad crossing near Houston, Tex., 11.40 p. m., without damage, however, to the car, mail, or clerk. Delayed five hours.

January 26.—Duluth and Grand Forks R. P. O., train 14, collided with a freight train near Grand Forks, N. Dak., about 8 a. m. No damage to the car or mail or injury to the clerks resulted. Delayed two hours and fifteen minutes.

January 26.—Chicago, Oregon and Minneapolis R. P. O., train 50, was wrecked near De Soto, Wis., about 1.30 p. m., caused by the breaking of a side rod on the engine. The mail car was badly damaged, but the clerks escaped injury. No mail lost or damaged. Delayed one hour and fifty minutes.

January 26.—Kane and Harrisburg R. P. O., train 1, ran into a landslide near Selinsgrove Junction (n. o.), Pa., at 5.28 p. m., slightly damaging the mail car, but resulting in no injury to the mail or clerk. Delayed two hours and thirty minutes.

January 26.—Baltimore and Winchester R. P. O., train 19, was derailed at Ellicott City, Md., 5 p. m., the accident being caused by an open switch. The clerk escaped injury, and no mail was lost or damaged. Delayed two hours.

January 26.—Skidmore and Alice R. P. O., train 38, ran over a burro at Lafruita Station, 7 35 p. m., derailing a freight car. No damage resulted to the car or mail and the clerk was uninjured. Delayed one hour.

January 27.—Lima and Wellston R. P. O., train 1, was derailed near Wellston, Ohio, at 1.15 p. m., the tender jumping the track and the rest of the train following. The mail car was badly wrecked. No mail lost or damaged. Delay to the mail one hour and thirty minutes.

January 27.—Alamosa and Creede R. P. O., train 416, was wrecked near Montevista, Colo., 4.45 p. m., the accident being caused by a broken flange on wheel of freight car. No mail lost or damaged and the clerk escaped injury. Delayed one hour.

January 28.—St. Louis and Texarkana R. P. O., train 54, ran into the rear end of a freight train near Bismarck, Mo., at 9.07 p. m. The wreck caught fire, slightly damaging the outside of the mail car. The mail escaped damage. The clerks were slightly injured. Delayed three hours.

January 30.—Kansas City and Denver R. P. O., train 3, was wrecked at North Topeka, Kans., 12.55 p. m., with no resulting loss or damage to the mail or injury to the clerks. Delayed four hours and twelve minutes.

January 30.—Campbell and Caruthersville R. P. O., train 4, backed into an open switch at Campbell, Mo., 7.30 p. m. The clerk was not injured and no mail lost or damaged. Delayed nine hours.

January 30.—Dubuque and Sioux City R. P. O., train 1, was run into at the rear end by a freight train at Dyersville, Iowa, 10.15 p. m. The letter cases were thrown from their positions, scattering the mail about the car, some of which was slightly damaged by oil from the lamps. Clerks F. H. Lambert and J. H. Dowd were slightly injured. Delayed five hours.

January 31.—Columbia and Laurens R. P. O., train 53, was wrecked, 3 p. m., at Irmo, S. C., by collision with a rock train. No mail lost or damaged. Clerk J. H. Killian was seriously injured. Delayed twenty-four hours.

January 31.—Chicago and Kansas City R. P. O., train 7. Clerk George H. Walker was seriously injured while the train was being made up in the yards at Chicago, Ill., about midnight. He was passing from one car to another, when they separated while making a flying switch, throwing him violently to the ground.

February 1.—Denver and Grand Junction R. P. O., train 1, was wrecked near Shoshone, Colo., 9.35 p. m., by running into a snow slide. The mail car was badly wrecked, being telescoped by the tender and baggage car. Clerk G. N. Burghardt

was seriously injured. On account of additional snow slides no effort could be made for several days to recover the mail, all of which, it is believed, was saved.

February 1.—Sedalia and Paola R. P. O., train was delayed fifty-five minutes near Louisburg, Kans., 9.15 a. m., by the derailment of a box car in the train. No mails lost or damaged and the clerk escaped injury.

February 2.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 15, was wrecked at Grand Junction, Iowa, 2.02 p. m., by running into a derailing switch, the entire train being thrown from the track. The letters were thrown from the cases and a small portion damaged by water. Clerks Hugh Livingston, A. B. Hanger, and Reece P. Davis were slightly injured. Delayed about seven hours.

February 2.—Monett and Paris R. P. O., train 6. Clerk Edwin G. Bryan was severely injured while making a catch at Arthur City, Tex., 12.05 p. m.

February 2.—Kansas City and Fort Smith R. P. O., train 2. The tender of this train was derailed near Amsterdam, Mo., 12.45 p. m., which resulted in no loss, however, to the mail or injury to the clerk. Delayed fifty-five minutes.

February 2.—Kansas City and Wellington R. P. O., train 2. The driving rod of the engine broke near Edgerton Kans., 12.30 p. m. Delayed two hours. No injury to the mail or clerk followed.

February 2.—Monett and Oklahoma R. P. O., train 207. The breaking of an axle under the tender caused a delay of six hours and thirty minutes, with no resulting damage to the car or mail or injury to the clerk.

February 3.—Elmore and Eagle Grove R. P. O., train 54, was wrecked near Burt, Iowa, 7.30 p. m. The accident was caused by the breaking of a tire on wheel of the engine. No mail lost or damaged. Clerk uninjured. Delayed two hours and fifty minutes.

February 3.—New Orleans and Houston R. P. O., train 18, was wrecked near Liberty, Tex., 9 p. m., by running into cross-ties which had been placed on the track. No damage to mail or car or injury to the clerks followed. Delayed one hour.

February 4.—Salamanca and Chicago R. P. O., train 10. Clerk W. E. Fisher was severely injured while car was being attached to the train in the yards at Youngstown, Ohio. The connection was made with such violence as to throw him against the pouch rack and thence to the floor. The car was also damaged.

February 4.—Peoria and Evansville R. P. O., train 4, ran into an open switch near Olney, Ill., 8.30 p. m., derailing the entire train. The mail car was wrecked, but the clerk received no injury. No damage followed to the mail. Train was annulled.

February 4.—Macon and Palatka R. P. O., train 1, was wrecked near Fenn, Ga., 1.35 p. m., caused by the derailment of the engine. No mail lost or damaged and the clerk and car were uninjured. Delayed three hours.

February 4.—Washington and Hinton R. P. O., train 3, was wrecked near White Sulphur Springs, W. Va., 7.45 a. m., by running into a landslide. The postal car was slightly damaged, but no mail lost or destroyed. The clerks escaped injury. Delayed two hours.

February 4.—New York and Point Pleasant R. P. O., train 303, was derailed at Point Pleasant, N. J., 10.50 a. m., caused by an open switch. The mail car was slightly damaged, but the clerks and mail escaped injury. No delay.

February 6.—Port Huron and Chicago R. P. O., trains 1 and 6, were in collision at Imlay City, Mich., about 6 a. m. Train 6 was standing at the station when it was run into by train 1, which was running at a high rate of speed. Clerks E. E. Reed and T. E. Stewart were killed, C. S. Stonbaugh seriously and B. C. Ellis slightly injured. The postal cars were completely wrecked. No mail lost or destroyed.

February 7.—Little Rock and Alexandria R. P. O., train 222, collided with a freight train near Siess, La., 6 a. m. The mail car was telescoped by the express car, the mail thrown from the cases and a portion damaged by oil, but none supposed to be lost or destroyed. The clerk was slightly injured. Delayed about fifteen hours.

February 7.—Cape Girardeau and Hunter R. P. O., train 1, was derailed near Headquarters, Mo., 9.45 a. m., while taking a siding. No mail was lost or damaged, and the clerk was uninjured. Delayed two hours.

February 7.—St. Louis and Texarkana R. P. O., train 53, was delayed at Walnutridge, Ark., 10.38 a. m., by the derailment of a sleeping car in the train. There was no damage to the postal cars or mail, and the clerks were uninjured. Delayed one hour and nineteen minutes.

February 7.—Omaha and Kansas City R. P. O., train 2, was wrecked at Howe, Nebr., 1.30 a. m., by running into an open switch. No damage to the mail followed, and the clerks were uninjured. Delayed about three hours.

February 7.—Council Bluffs and Kansas City R. P. O., train 3. By the breaking of a flange on a wheel of the engine near Bingham, Iowa, at 6.50 p. m., the train was delayed five hours and thirty minutes. There was no loss or damage to the mail, and the clerk was uninjured.

February 8.—Chicago and Cairo R. P. O., train 22. While clerk E. K. Rountree was passing through the depot at Champaign, Ill., about 2.30 a. m., he stumbled and fell

into a pile of iron and was severely injured. The railroad company had just opened a depot at a new site, and there were no lights there to guide him.

February 8.—New York, Hornellsville and Buffalo R. P. O., train 1, was wrecked at East Buffalo, N. Y., 9.20 p. m., by collision with a freight train. The postal car was badly damaged. Mail was slightly damaged by escaping steam. No injury to the clerks. Delayed two hours.

February 8.—Ashboro and Aberdeen R. P. O., train 41, was derailed at 11.30 a. m., near Seagrove, N. C., by an unknown cause. The mail car received slight damages, and the clerk was slightly injured. No mail lost or destroyed. Delayed six hours.

February 8.—Austin and Ottumwa R. P. O., train 42, was wrecked near Ottumwa Junction, Iowa, 7.10 a. m., by the derailment of the engine, without any resulting damage or injury to the mail or clerks. Delayed two hours and ten minutes.

February 9.—Jacksonport and Brinkley R. P. O., train 1, was delayed near Jacksonport, Ark., 11.55 a. m., by the derailment of the tender. No damage to the car or mail, and the clerk was uninjured. Delayed fifteen minutes.

February 9.—Bastrop and Natchez R. P. O., train 1. While crossing the bridge at Boeuf River, La., the tender was derailed. No damage to the mail or injury to the clerk followed. Delayed one hour and thirty-five minutes.

February 9.—Elba and Rockymount R. P. O., train 9, was derailed near Elba, Va., 6.54 p. m. No mail lost or damaged, and the clerk escaped injury. Delayed twelve hours and thirty-six minutes.

February 10.—Denver and Fort Worth R. P. O., train 2, was wrecked at Denver, Colo., 5.25 p. m., and the mail car derailed. The clerk escaped injury and no mail was damaged. Delayed one hour.

February 10.—Kansas City and Wellington R. P. O., train 204, was wrecked at a railroad crossing near Independence, Kans., 12.30 a. m., by collision with a freight train. No mail lost or damaged, and the clerks were uninjured. Delayed four hours and thirty minutes.

February 10.—Omaha and Ogden R. P. O., train 3, ran into a snow bank near Rock Creek, Wyo., 8.30 p. m., derailing the forward engine. No damage resulted to the mail, and the clerk was uninjured. Delayed twelve hours.

February 10.—Pembina and Winnipeg Junction R. P. O., train 104, was wrecked near Grafton, N. Dak., 5 p. m., a portion of the train being derailed by a broken rail. No damage to car or mail. The clerk escaped injury. Delayed six hours.

February 11.—Grafton and Cincinnati R. P. O., train 5, was derailed near Allendale, Ohio, 5.20 a. m., the accident being due to a broken rail. The mail car was slightly damaged. No injury to the mail or clerks. Delayed four hours and thirty-eight minutes.

February 11.—Washington and Hinton R. P. O., train 4, was derailed near Hinton, W. Va., 6.30 a. m., without damage or injury to the car, mail, or clerks. Delayed one hour and thirty minutes.

February 11.—Boston and Troy R. P. O., train 9, was derailed near Gardner, Mass., 9.30 a. m. The mail car was overturned and slightly damaged. No mails were lost or damaged, and the clerks escaped injury. Delayed about seven hours.

February 12.—Kansas City and Colorado Springs R. P. O., train 2, was derailed near Topeka, Kans., 5.15 p. m., the entire train with the exception of the engine leaving the track. No damage to the mail or injury to the clerks followed. Delayed three hours.

February 12.—Detroit and Cincinnati R. P. O., train 6, was wrecked near Troy, Ohio, 10.15 a. m., by collision with a freight train. The mail car was so badly damaged as to compel its abandonment. No injury resulted to the mail or clerks. Delayed fifteen hours and thirty minutes.

February 12.—Grand Rapids and Richmond R. P. O., train 5, collided with an engine near Fort Wayne, Ind., 2. 25 a. m., resulting in no injury to the mail or clerks. Delayed 5 hours and thirty minutes.

February 12.—High Springs and St. Petersburg R. P. O., train 78, was wrecked near Cordeal, Fla., 9.25 a. m., caused by spreading rails. No damage to the car or mail, and the clerk escaped injury. Delayed two hours.

February 12.—Chicago and Minneapolis R. P. O., train 57. The breaking of a wheel under the paper car of this train, near Milwaukee, Wis., about 1.30 a. m., caused it to be abandoned. There was no damage to the mail, and the clerks escaped injury.

February 13.—Rouses Point and Albany R. P. O., train 4, collided with a freight train near Wright, N. Y., at 1.25 p. m., slightly damaging the mail car, but causing no injury to the mail or clerks. Delayed about twenty-four hours.

February 13.—Momence and Brazil R. P. O., train 10, was derailed at Burnett, Ind., 6.55 a. m. The mail car was overturned but no mail lost or destroyed, and the clerk escaped injury. Delayed eight hours and twenty minutes.

February 13.—Port Jervis and New York R. P. O., train 15, was wrecked at Sloatsburg, N. Y., 11.15 p. m., by collision with an engine standing on the track ahead. No damage or injury followed to the car, mail, or clerk. Delayed twelve hours.

February 13.—Spokane and Seattle R. P. O., train 3, was wrecked near Edmonds, Wash., by running into a landslide. The mail car was completely demolished. Fire from the stove was scattered among the mail, a considerable quantity of which was burned or damaged by oil from the lamps. Clerk G. L. Rhodes was slightly burned while extinguishing the fire. Delayed five hours and forty-five minutes.

February 13.—Bangor and Boston R. P. O., train 102, collided with a train on a side track at Portland, Me., 11 p. m. The mail car was slightly damaged. The mail and clerks escaped injury. Delayed about two hours.

February 13.—Pittsburg and Chicago R. P. O., train 14, collided with a freight train at Mansfield, Ohio, 11 a. m. Two of the postal cars were badly wrecked, but the clerks and mail escaped injury. Delayed three hours and ten minutes.

February 13.—Elmira and Baltimore R. P. O., train 4, collided with an engine which was stuck in a snowdrift near York, Pa., at 9.01 a. m. Car, mail, and clerks escaped injury. Delayed four hours and thirty minutes.

February 13.—New York and Pittsburg R. P. O., train 14, collided with a freight train at Fort Hill, Pa., 6.50 a. m. Mail and cars were not damaged. Clerks W. U. Sergent severely, and J. A. Orth and J. G. Mottow slightly, injured. Delayed about seven hours.

February 14.—Baltimore and Highfield R. P. O., train 20, was wrecked near Hampstead, Md., 8.10 p. m., by running into a snowdrift. The mail car was slightly damaged and the clerk slightly injured. No loss or damage to the mail. Delayed twenty-nine hours and ten minutes.

February 15.—Richmond and Clifton Forge R. P. O., train 10, was wrecked at Stapleton, Va., 3.35 p. m., from an unknown cause. The mail car was badly damaged and a small quantity of mail soiled by oil from the lamps. The clerk was uninjured. Delayed seven hours.

February 15.—Highpoint and Ashboro R. P. O., train 42, was derailed near Randleman, N. C., 4.35 p. m., with no resulting damage or injury to the car, mail, or clerk. Delayed twelve hours.

February 15.—Waycross and Montgomery R. P. O., train 33, was wrecked near Grady, Ala., 8.17 p. m., by running into a tree which had fallen across the tracks. A large quantity of mail was damaged by oil, fire, and water, the car having turned over and spilled fire from the stove. The car was slightly damaged. Clerks G. B. Jolly and M. E. Blackburn were painfully injured. Delayed five hours.

February 15.—Logan and Butte R. P. O., train 12, was derailed by ice on the track near Homestake Station, Mont., about 11 p. m. No mail lost or damaged, and the clerk was uninjured. Delayed fourteen hours.

February 15.—Lynchburg and Durham R. P. O., train 36, was derailed at Durham, N. C., 7.25 a. m., from an unknown cause. Car, mail, and clerk escaped injury. Delayed one hour and forty minutes.

February 16.—Cumberland and Piedmont R. P. O., train 1, was wrecked near Mount Savage, Md., 9.40 a. m., by the breaking of a wheel under the mail car. The car was slightly damaged but no mail was lost or destroyed, and the clerk was uninjured. Delayed about two hours.

February 16.—Ishpeming and Chicago R. P. O., train 16, was wrecked in the yards near Milwaukee, Wis., 9.05 p. m., by collision with an engine. The letter mail was thrown from the cases but none lost or destroyed. Clerks Mark D. Billings, F. H. Smith, and Subclerk H. H. Curtis were severely injured. Delayed three hours and seven minutes.

February 17.—St. Louis and Texarkana R. P. O., train 56. Clerk Fred. Jutzi was injured while making a catch at Walnutridge, Ark., the glass in the cinder guard breaking and severely cutting his hand.

February 17.—Washington and Hinton R. P. O., train 2. A portion of the train was derailed near Clifton, Va., 9.15 a. m., by the breaking of a truck under the tender. No damage or injury to the car, mail, or clerks followed. Delayed twenty-five minutes.

February 17.—Highpoint and Ashboro R. P. O., train 41, was derailed near Spero, N. C., 4.30 p. m., by spreading of the rails. No damage to the car or mail, and the clerk was uninjured. Delayed about seven hours.

February 18.—Meridian and New Orleans R. P. O., train 4, was wrecked near Hillsdale, Miss., 11.15 a. m., by colliding with a work train. No mail lost, but a small quantity of letters were damaged by oil and water. Clerk E. M. Holland was painfully injured. Delayed eleven hours.

February 18.—Wilkesbarre, Ricketts and Towanda R. P. O., train 322, was derailed near Satterfield, Pa., 7.50 a. m., no damage to the car or mail or injury to the clerk resulting. Delayed two hours.

February 19.—Washington and Charleston R. P. O., train 35, was in collision with a passenger train at Roland, N. C., 4.48 a. m. The postal car was slightly damaged, but the clerks and mail escaped injury. Delayed four hours.

February 19.—Waycross and Port Tampa R. P. O., train 35, was wrecked near High

Springs, Fla., 9 p. m., by the breaking down of a truck under the tender. The mail car was slightly damaged. No injury to the clerk or mail. Delayed four hours.

February 19.—Spokane and Seattle R. P. O., train 4, was wrecked near Wilsoncreek, Wash., 6.20 a m., the accident being caused by a washout. The mail car was telescoped by the tender, demolishing the stove and setting fire to the car. A large quantity of mail was destroyed and Subclerk Edward J. Montague seriously injured.

February 21.—Ogden and San Francisco R. P. O., train 1. About 12.30 a. m., when near Lovelock, Nev., the heater in the mail car exploded, due, it is thought, to defective coil pipes. The car and a small quantity of mail equipment was damaged. There was no loss or damage to the mail. Clerk Charles L. Clark was severely burned and otherwise injured.

February 21.—Antonito and Santa Fe R. P. O., train 426, was wrecked near Tres Piedras, N. Mex., at 4.25 p. m., caused by a broken rail. There was no loss or damage to the mail, and the clerk escaped injury.

February 21.—La Crosse and Woonsocket R. P. O., train 4, was wrecked near Peterson, Minn., 10.30 p. m., by a rock on the track. The trucks of the mail car were badly broken and the car abandoned. No injury resulted to the mail or clerk. Delayed one hour and fifty minutes.

February 21.—Omaha and Kansas City R. P. O., train 9, was wrecked at Auburn, Nebr., 10 a. m., by running into an open switch and colliding with the rear end of a freight train. The clerks escaped injury, and no mail lost or damaged. Delayed one hour.

February 22.—Chattanooga and Meridian R. P. O., train 2, was wrecked at Birmingham, Ala., 6 a. m., the accident being caused by a defective switch. No injury to the clerk, car, or mail. Delayed three hours.

February 22.—Creston and St. Joseph R. P. O., train 31, was wrecked in the yards at St. Joseph, Mo., 8.47 p. m., resulting in no injury to the clerk or mail. Delayed two hours.

February 22.—Rock Island and Peoria R. P. O., train 3, was derailed near Coal Valley, Ill., 6.15 p. m., and further, near Rock Island, Ill., 7.40 p. m., the accident being caused in both instances by defective track. No damage to the mail or injury to the clerk resulted. Total delay one hour and twenty-five minutes.

February 22.—Omaha and Ogden R. P. O., train 2, was derailed near Weed station (n. o.), Wyo., 8 p. m., the accident being caused by a broken rail. No mail damaged, and the clerk was uninjured. Delayed four hours and thirty minutes.

February 23.—Orin and Cheyenne R. P. O., train 65, was wrecked 43 miles north of Cheyenne, Wyo., by collision with a light engine. No damage to the mail or clerk followed.

February 24.—Chicago, Decatur and Quincy R. P. O., train 14, was derailed near Emington, Ill., 2.40 p. m., the accident being caused by a broken wheel on the engine. No mail was damaged, and the clerk escaped injury. Delayed one hour and thirty minutes.

February 24.—Chicago and Minneapolis R. P. O., train 4, collided with a freight train at Watertown Junction, Wis., 5.20 a. m. No damage or injury resulted to the mail or clerks. Delayed three hours and twenty minutes.

February 25.—Cincinnati and Nashville R. P. O., train 7. While standing at Milldale, Ky., about 11.30 a. m., a freight train ran into the rear end, badly damaging the platforms of the postal car. The letters were emptied from the cases, but none were lost or damaged. No clerks were injured.

February 25.—Buffalo and Pittsburg R. P. O., train 4. Detoured on account of a bridge washed away, and while passing Stoneboro, Pa., on the Lake Shore and Michigan Southern Rwy. tracks, collided with a freight train at 4 a. m., with no resulting damage, however, to the car, mail, or clerks. Delayed two hours.

February 25.—St. Louis and Council Bluffs R. P. O., train 14, collided with some freight cars at Stanbury, Mo., 10.16 p. m. The letter mail was thrown from the cases and scattered about the car, but none lost or destroyed. The clerks were uninjured. Delay slight.

February 25.—Wheeling and Chicago R. P. O., train 8, was derailed at Newark, Ohio, about 8.30 p. m. The mail car was damaged to such an extent as to compel its abandonment. The mail was all recovered, some of it slightly damaged. No injury to the clerks. Delayed eight hours.

February 26.—Kansas City and Siloam Springs R. P. O., train 2. The rear trucks of the tender and front trucks of the mail car were derailed at Sulphur Springs, Ark., from an unknown cause. No mail lost or damaged, and the clerk was uninjured. Delayed one hour and forty minutes.

February 26.—Siloam Springs and Shreveport R. P. O., train 4. The engine and tender were derailed near Hatfield, Ark., 11.30 a. m., by spreading rails. No damage or injury to the car, mail, or clerk. Delayed eight hours.

February 27.—Pittsburg, Akron and Chicago (short run) R. P. O., train 16, ran into an open switch at North Baltimore, Ohio, about 2 p. m., colliding with a freight engine. There was no injury to the mail or clerks. Delayed forty-five minutes.

February 27.—St. Louis and Monett R. P. O., train 6. The tender was derailed near Robertsville, Mo., 7.10 a. m. No injury resulting to the mail or clerks. Delayed seven hours and thirty-seven minutes.

February 27.—Port Huron and Chicago R. P. O., train 4, was wrecked at Morrice, Mich., about 10.05 p. m., the accident being caused by the derailment of the mail car. No mail lost and the clerks were uninjured. Car slightly damaged. Delayed five hours.

February 27.—Selma and Pineapple R. P. O., train 49, was wrecked near Berlin, Ala., about 5 p. m., caused by a freight car jumping the track. No injury to the mail or clerk followed. Delayed one hour.

February 27.—Powers and Hurley R. P. O., train 9. Near Watersmeet, Mich., 12.30 p. m., the side rods on both sides of the engine broke, slightly damaging the mail car. The clerk was uninjured and the mail sustained no loss or damage. Delayed five hours.

February 27.—Washington and Monroe R. P. O., train 403, was derailed at Hoffman, N. C., 4.45 a. m., by running into a washout. The car was not damaged, no mails lost or destroyed, and the clerks escaped injury. Delayed two hours and forty-one minutes.

February 28.—Versailles and Lexington R. P. O., train 181, was wrecked near Tipton, Mo., 1.38 p. m., caused by the derailment of a box car. No mail lost or damaged. Clerk Lemuel E. Jones was slightly injured. Delayed one hour and fifty-five minutes.

February 28.—Cincinnati and Chattanooga R. P. O., train 3, was derailed at Corinth, Ky., 9.45 p. m., the accident being caused by cross-ties being placed on the track. The mail and clerks were uninjured. The mail car was damaged. Delayed ten hours and forty-five minutes.

February 28.—Phalanx Station and Alliance R. P. O., train 23, was derailed near Bergholtz, Ohio, 3.45 p. m., resulting in no injury to the mail or clerk. Delayed six hours.

February 28.—Ogden and San Francisco R. P. O., train 1, was wrecked at 11 p. m., near Zelda, Nev., caused by colliding with a helper engine. The mail car was badly wrecked, and a small quantity of mail slightly damaged by oil from the lamps. All the clerks escaped injury. Delayed twelve hours and fifty-five minutes.

February 28.—Portland and San Francisco R. P. O., train 16, was wrecked near Nichol Station (n. o.), Oreg., 5.30 a. m., caused by a washout. The clerk escaped injury, and there was no damage to the car or mail. Delayed twelve hours.

February 28.—Salisbury and Knoxville R. P. O., train 11, was wrecked by running into a landslide near Round Knob, N. C., 1.30 p. m. The mail car was badly wrecked and Clerk J. L. Pace severely injured. No mail lost or destroyed. Delayed three hours.

March 1.—Altoona and Pittsburg R. P. O., train 60, collided with a shifting engine at Pittsburg, Pa., 5.25 a. m., without resulting injury to the car, mail, or clerk. Delayed twenty minutes.

March 1.—Pittsburg and Chicago R. P. O., train 7. Fire was discovered in the "paper car" at Upper Sandusky, Ohio, 2.35 p. m., which was extinguished with slight damage to the car. A portion of the paper mail was damaged by water.

March 4.—Consolidated Omaha and Ogden and Cheyenne and Huntington R. P. O.'s, train 1, collided with the rear end of a freight train at Harpers Station (n. o.), Wyo., 12.30 a. m. No damage resulted to the cars or mail, and the clerks were uninjured. Delayed eight hours.

March 4.—Louisville and Knoxville R. P. O., train 11, was wrecked near Pioneer, Tenn., 9.55 p.m., caused by a rock on the track. The mail car was derailed and slightly damaged. No injury followed to the clerks or mail.

March 4.—Meridian and Shreveport R. P. O., train 2, was wrecked, 2.50 p. m., at Quebec, La., by the derailment of the tender. Mail, car, and clerk uninjured. Delayed five hours.

March 4.—Eufaula and Ozark R. P. O., train 23, was wrecked near Clayton, Ala., 5.45 p. m. No mail lost or damaged and the clerk was uninjured. Delayed one hour and thirty-five minutes.

March 5.—New York and Chicago R. P. O., train 10, was wrecked at Westfield, N. Y., 10.50 p. m., the accident being caused by collision with a light engine. The postal car was derailed and partially demolished. No mail was lost or destroyed. Clerks T. H. Mitchell, R. S. Weidler, Asa Perin, L. L. Griffin, John Titterington, and A. R. Carr were injured. Delayed about five hours.

March 6.—Virginia and Duluth R. P. O., train 1, was wrecked near Morrell Station (n. o.), Minn., about 9.40 a. m., by collision with a log train. The logs struck the mail car, tearing out one side and completely disabling it. The clerk escaped injury, and no mail was lost or damaged. Delayed about three hours.

March 6.—St. Louis and Eldorado R. P. O., train 501, was derailed near Raleigh, Ill., 3.55 p. m., the accident being caused by spreading rails. The clerk was uninjured, and no damage followed to the mail. Delayed one hour and forty minutes.

March 7.—Virginia and Duluth R. P. O., train 2, was derailed at Proctorknott,

Minn., 3.15 p. m., caused by a defective switch. The entire train was derailed. No mail lost or damaged, and the clerk escaped injury. Delayed one hour and twenty-five minutes.

March 7.—Norfolk, Newport News and Richmond R. P. O., train 2, collided with a freight train at Diascond, Va., 10.15 a. m. No damage to the mail or car, and the clerk escaped injury. Delayed two hours.

March 7.—Dubuque and Sioux City R. P. O., train 1, collided with a switch engine in the yards at Sioux City, Iowa, 6.55 a. m., but no damage to the mail ensued and the clerks escaped injury. But slight delay.

March 7.—Salina and Oakley R. P. O., train 81. The side bars of the engine broke near Sylvan Grove, Kans., 6.15 p. m., causing no injury, however, to the mail or clerk. Delayed about five hours.

March 7.—St. Paul and Helena R. P. O., train 1, was wrecked at Livingston, Mont., 11.55 p. m., by being derailed. No mail was lost or damaged, and the clerks escaped injury. Delayed about two hours.

March 7.—Charlotte and Jacksonville R. P. O., train 38, was wrecked at Chester, S. C., about 6 p. m., by running into the rear end of a freight train. No injury resulted to the clerks or mail. Delayed three hours.

March 7.—Ashland and Appleton R. P. O., train 17. Both side rods of the engine broke while near Anawa, Wis., about 9 a. m., with no resulting injury to the car, mail, or clerk. Delayed one hour and thirty minutes.

March 8.—Omaha and Ogden R. P. O., train 3, was wrecked near Piedmont, Wyo., 11.07 p. m., by collision with a light engine. The postal car was telescoped its entire length by the tender and was badly wrecked. A small quantity of letter mail was damaged by oil and water, and it is believed no mail was lost. The clerk was uninjured. Delayed about eleven hours.

March 8.—Paris and Weatherford R. P. O., train 77. At Alvarado, Tex., 10.40 p. m., Clerk T. T. Murphy was accidentally shot and seriously injured. A revolver had been carelessly dropped into a sack which had been made up for the above R. P. O. by clerks of another line and was discharged when the sack was emptied.

March 9.—Centralia and Southbend R. P. O., train 206, was derailed, 9.50 a. m., near Pluvius, Wash., caused by the engine jumping the track. No damage or injury to the car, mail, or clerk ensued. Delayed four hours and ten minutes.

March 9.—Altoona and Pittsburg R. P. O., train 31, collided with a freight train near Altoona, Pa., 1.45 p. m., but no damage to the car or mail or injury to the clerk resulted. Delayed three hours.

March 9.—Kenova and Bluefield R. P. O., train 3, struck a rock near Welch, W. Va., 11.15 p. m., breaking the steps of the mail car. No injury to the mail or clerk. Delayed one hour and forty minutes.

March 9.—New Orleans and Houston R. P. O., train 18. The tender was derailed, near Welch, La., 5 p. m., resulting in no damage to the car or mail or injury to the clerks. Delayed thirty minutes.

March 11.—Logansport and Keokuk R. P. O., train 1, was wrecked near Piper City, Ill., 5.10 p. m., caused by the trucks of the tender breaking down. The mail car was derailed and badly wrecked, and the mail scattered about the car damaged by oil from the lamps. Clerk J. J. Harker was severely injured. Delayed two hours and seventeen minutes.

March 11.—Scribner and Oakdale R. P. O., train 11, was derailed in the yards at Scribner, Nebr., 5.20 p. m. The clerk was not injured, and no damage to the mail resulted. Delayed two hours and twenty-five minutes.

March 11.—Quincy and Council Bluffs R. P. O., train 4, was wrecked near Kirksville, Mo., 7.20 p. m., caused by the derailment of the tender, the entire train leaving the track. The letters were thrown from the cases, but none lost or damaged. The clerk was uninjured. Delayed about seven hours and twenty minutes.

March 11.—Nashville and Montgomery R. P. O., train 10, short run, was wrecked in the yards at Montgomery, Ala., 4.10 p. m., caused by a defective switch. The mail car was slightly damaged. Mail and clerk uninjured. Delayed one hour and thirty minutes.

March 13.—Switz City and Effingham R. P. O., train 2, was wrecked near Wheeler, Ill., 7 a. m., the accident being caused by defective track. The mail car was so badly damaged as to be abandoned. The clerk escaped injury, and no damage followed to the mail. Delayed four hours.

March 14.—Spokane and Seattle R. P. O., train 3, was wrecked at Wellington, Wash., 9.45 p. m., by a head-on collision with a snowplow. The mail car was badly damaged, but the mail and clerk were uninjured. Delayed seven hours and thirty minutes.

March 15.—Fayetteville and Pettigrew R. P. O., train 84. A portion of the train was derailed, at 2.45 p. m., near Pettigrew, Ark., by spreading rails. No damage to the car, mail, or clerk resulted. Delayed two hours and twenty-five minutes.

March 15.—Kansas City and Caldwell R. P. O., train 2, and Kansas City and Denver R. P. O., train 1. The mail car of the former line was derailed, 6 p. m., at the

depot at Kansas City, Mo., and collided with the mail car of the latter line, badly wrecking both cars. No loss or damage ensued to the mail, excepting to a small quantity of paper mail, damaged by oil. The clerks were uninjured.

March 15.—Topeka and Fort Scott R. P. O., train 285, was derailed near Waverly, Kans., without resulting injury to the clerk or mail. Delayed thirty minutes.

March 15.—New York and Pittsburg R. P. O., train 25, collided with some express cars while the train was being made up at Pittsburg, Pa., at 7.10 p. m. Clerk F. W. Brown was slightly injured. No damage or delay to the mail.

March 15.—Elba and Rockymount R. P. O., train 10, was derailed near Elba, Va., 5.41 a. m. The mail car was slightly damaged and the clerk slightly injured. Delayed six hours and fifteen minutes.

March 16.—New York, Geneva and Buffalo R. P. O., train 2. While near Ashbrook, N. J., 5.20 a. m., an obstruction under the mail car broke the connection to the gas tank, the escaping gas igniting and slightly damaging the car. There was no injury to the clerk or mail. Delayed twenty minutes.

March 16.—Washington and Charleston R. P. O., train 78. An engine was coupled to the train with such force, while at Richmond, Va., as to throw Clerk P. M. Mitchell against the pouch rack and severely injure him.

March 16.—St. Paul and Decorah R. P. O., train 2. By the breaking of a side rod and wheel of the engine near Lansing, Mich., 11.30 a. m., the mail car was slightly damaged. No injury to the clerks or mail followed. Delayed one hour and twenty-five minutes.

March 17.—Fairland and Martinsville R. P. O., train 317, was wrecked near Martinsville, Ind., 5.30 p. m., supposed to have been caused by the derailment of a freight car in the train. The mail car was demolished, but no injury to the mail or clerk resulted. Delayed about thirty minutes.

March 17.—Kansas City and Caldwell R. P. O., train 3, was wrecked at Volland, Kans., 12.52 a. m., the accident being due, it is supposed, to the spreading of the rails. The entire train was derailed and all consumed by fire with the exception of a sleeping car. The mail car was thrown down an embankment and landed on its roof. It caught fire from a stove, and the entire contents, which included a large quantity of mail, destroyed. Clerks W. G. Means, R. A. Swartz, and J. W. Gilges were seriously injured.

March 17.—Smithton and Pike R. P. O., train 2, was wrecked near Keyton, Ark., at 6 p. m., caused by a broken rail. No damage to the car or mail, or injury to the clerk followed. Delayed about five hours and thirty minutes.

March 18.—Galesburg and Havana R. P. O., train 2, was derailed near Lewiston, Ill., 2 p. m., caused by defective track. The clerk escaped injury and no damage to the mail resulted. Delayed twenty minutes.

March 18.—Norton and Corbin R. P. O., train 80, was wrecked by running into a landslide near Pineville, Ky., 10.51 p. m. The steps were torn from the mail car, but no damage to the mail or injury to the clerk ensued. Delayed one hour and thirty minutes.

March 19.—Siloam Springs and Shreveport R. P. O., train 4. The tender was derailed near Howe, Ind. T., 9.05 a. m., resulting in no injury, however, to the car, mail, or clerk. Delayed six hours.

March 19.—Mount Pleasant and Fort Worth R. P. O., train 1, was derailed near Greenville, Tex., 3.35 a. m., the accident being caused by the engine striking a cow. No damage or injury to the car, mail, or clerk. Delayed two hours and fifteen minutes.

March 19.—Norfolk and Rutherfordton R. P. O., train 403, was wrecked near Ellenboro, N. C., 12.30 p. m., by running into a landslide. No injury was sustained by the clerk or mail. Delayed two hours and thirty minutes.

March 19.—Knoxville and Blueridge R. P. O., train 2, was derailed near Tellico Junction, Tenn., with no ensuing damage or injury to the mail or clerk. Delayed sixteen hours.

March 20.—Detroit and St. Louis R. P. O., train 9, was wrecked near Fairmount, Ill., 11.45 a. m., the operator in the tower derailing the train to avoid a collision with a coal train passing over a railroad crossing. The mail car was thrown into a ditch and torn from its trucks, but no mail was lost or damaged. Chief Clerk E. R. King and Clerks E. A. Cultice and H. F. Gaines were slightly injured. Train was annulled.

March 21.—Springfield and Chadwick R. P. O., train 52, was wrecked near Cassidy, Mo., 5.25 p. m., but no mail lost or damaged and the clerk uninjured. Delayed about one hour and thirty minutes.

March 21.—Baltimore and Norfolk R. P. O. The steamer *Baltimore* of this line collided with a schooner at 3.20 a. m., slightly damaging the former, without injury, however, to the mail or clerk. Delayed three hours and ten minutes.

March 21.—Houston and Eagle Pass R. P. O., train 18, ran into an open switch at

Eagle Pass, Tex., 5.08 p. m., derailing the engine, but doing no damage to the mail or car or injuring the clerk.

March 21.—Malone and Herkimer R. P. O., train 672, was derailed near Hinckley, N. Y., 4.15 p. m. The mail car was thrown about 20 feet from the track, but no mail damaged or lost. Clerk John Best was painfully injured. Delayed five hours.

March 23.—Salamanca and Chicago R. P. O., train 5, was wrecked near Rittman, Ohio, about 7.40 a. m., supposed to have been caused by the breaking of a king-bolt of pony trucks of the engine. The postal car was thrown down an embankment and landed in a pool of water and mud about 3 feet deep. Large quantities of mud and water entered the car, completely drenching the clerks and damaging the greater portion of the mail. The clerks were not otherwise injured.

March 22.—Port Huron and Chicago R. P. O., train 1, ran into the rear end of a freight train near Lapeer, Mich., 5.44 a. m., slightly damaging the mail car. Clerks were uninjured. Delayed about four hours.

March 22.—Jefferson and McKinney R. P. O., train 2, was wrecked near Como, Tex., 1.20 p. m., by the breaking of an axle under the tender. No damage or injury to the car, mail, or clerk followed. Delayed about four hours and ten minutes.

March 23.—Fredericksburg and Orange R. P. O., train 1, was wrecked near Orange, Va., 10.45 a. m., by a derailed freight car. The mail car was slightly damaged, but no mail lost or destroyed and the clerk escaped injury. Delayed two hours and thirty-seven minutes.

March 24.—Spokane and Tacoma R. P. O., train 3, collided with a special train at Lake Station (n. o.), Wash., 8.30 a. m., badly damaging the mail car, but doing no injury to the clerks or mail. Delayed four hours and thirty minutes.

March 24.—Elba and Rockymount R. P. O., train 9, was derailed near Elba, Va., 6.20 p. m., slightly damaging the mail car and a small quantity of letter mail. The clerk was slightly injured. Delayed one hour and thirty minutes.

March 24.—Spokane and Seattle R. P. O., train 3, was derailed near Rock Island, Wash., by running over a cow. The mail car was badly damaged and abandoned. Some letter mail was damaged by oil from the lamps. The clerk escaped injury. Delayed eight hours and fifteen minutes.

March 25.—Salida and Ouray R. P. O., train 8, was wrecked between Cebolla and Lola, Colo., 7.10 a. m., by running into a rock slide. No mail lost or damaged and the clerk escaped injury.

March 26.—Henry and St. Joseph R. P. O., train 24. The tender was derailed near Vibbard, Mo., 7.15 p. m., resulting in no injury, however, to the mail or clerk. Delayed one hour and forty minutes.

March 27.—St. Louis and Council Bluffs R. P. O., train 14, was wrecked at Maryville, Mo., 8.44 p. m., by the derailment of the engine and tender. No loss or damage to the mail or injury to the clerks ensued. Delayed three hours.

March 27.—Cedar Rapids and Sioux Falls R. P. O., train 60, was derailed near Lynn Junction, Iowa, 2.43 p. m. The clerk escaped injury and no damage to the mail followed. Delayed two hours and twenty minutes.

March 27.—Clerk Emile Liebel, Greenport and New York R. P. O., was severely injured by being thrown from a mail wagon on which he was riding, a collision occurring between it and a loaded truck at the corner of East Twenty-fourth street and First avenue, New York City.

March 28.—Athens and Macon R. P. O., train 15, was wrecked near Macon, Ga., 8.05 a. m., the accident being caused by a broken rail. No mail lost or destroyed, but Clerk F. Hubbard was slightly injured. Delayed two hours.

March 28.—Campbell and Caruthersville R. P. O., train 1, was wrecked near Whiteoak, Mo., 9.40 a. m., by running into cattle on the track. The mail car was derailed, but there was no loss or damage to the mail, and the clerk escaped injury. Delayed forty minutes.

March 28.—Council Bluffs and Kansas City R. P. O., train 21, was wrecked 11.30 a. m. near East Leavenworth, Mo., caused by spreading rails. A small quantity of mail was damaged by oil. The clerks escaped injury. Delayed four hours and forty minutes.

March 28.—Portland and San Francisco R. P. O., train 16. Clerk John Butterworth was severely burned while attempting to extinguish a blazing lamp.

March 29.—Toledo and Wheeling R. P. O., train 1. By the derailment of the tender near Scio, Ohio, 1.48 p. m., the steps of the mail car were torn off and the train delayed six hours and thirty minutes. There was no damage to the mail or injury to the clerk.

March 29.—Boykins and Lewiston R. P. O., train 41. A portion of the train was derailed at Lewiston, N. C., 1.10 p. m., causing no injury, however, to the mail or clerk. Delayed thirty minutes.

March 29.—Topeka and Fort Scott R. P. O., train 286, was derailed at Bluemound, Kans., 9.25 a. m., without resulting injury to the mail or clerk. Delayed six hours and twenty minutes.

March 29.—Sedalia and Paola R. P. O., train 49, was wrecked near Louisburg, Kans.,

3.15 p. m., caused by a freight car being derailed. No mail lost or damaged, and the clerk escaped injury. Delayed thirty minutes.

March 29.—Cairo and Memphis R. P. O. The steamer *Rowena Lee*, of this line, became damaged in some manner and sank in 70 feet of water at Tyler, Mo., about 2 p. m. All on board jumped into the river, and Clerk George Keuchler was drowned. A quantity of mail and equipment was lost.

March 29.—Asheville and Murphy R. P. O., train 67, was derailed near Bryson City, N. C., 3 p. m., the accident being caused by spreading rails. No injury to the clerk, mail, or car. Delayed four hours.

March 30.—Asheville and Murphy R. P. O., train 68, was derailed near Jarretts, N. C., 7.40 a. m., caused by spreading of ties. Mail, car, and clerk uninjured. Delayed seven hours and twenty minutes.

March 30.—St. Louis and Council Bluffs R. P. O., train 14. The engine and tender became derailed near Silver City, Iowa, 5.30 p. m., resulting in no injury, however, to the clerks or mail. Delayed four hours and thirty minutes.

March 30.—Springfield and St. Louis R. P. O., train 3, collided with an express train at Beltress, Ill., 9.45 a. m. No damage resulted to the mail. Clerk J. E. Mansfield was slightly injured. Delayed two hours and forty-three minutes.

March 30.—Elba and Rockymount R. P. O., train 9, was wrecked near Elba, Va., 6.10 p. m. The mail car was badly wrecked and a small quantity of mail damaged by oil and water. The clerk was slightly injured. Delayed seventeen hours.

March 30.—Denver and Rio Grande R. P. O., train 2, was derailed near Shoshone Siding, Colo., 9.35 p. m., caused, it is supposed, by rocks on track. The clerks escaped injury, and the mail was not damaged.

March 30.—Council Bluffs and Kansas City R. P. O., train 20, was wrecked near Parkville, Mo., 3.30 p. m., the accident being caused by spreading rails. The entire train, with the exception of the dining car, was derailed. The postal car landed in a ditch in an inverted position, and clerks E. Hendee, A. K. Wolfe, and C. E. Cale seriously injured. Mail weigher C. M. Davis was slightly injured. When the car turned over, the fire from the heater was scattered amongst the paper mail, a large quantity of which was damaged. A small portion of the letter mail was soiled by oil and water. Notwithstanding their injuries, the clerks fought and extinguished the fire with hand grenades and snow, their conduct being regarded as heroic.

March 31.—Baltimore and Pittsburg R. P. O., train 5, collided with a train on the side track at Sandpatch, Pa., 4.52 p. m., the accident being due to a misplaced switch. No damage or injury ensued to the mail or clerks. Delayed two hours and twelve minutes.

March 31.—North McGregor and Chamberlain R. P. O., train 4, was derailed near Castalia, Iowa, 11.35 p. m., the accident being caused by the breaking of the driving rod on the engine. The clerks escaped injury, and no mail was damaged. Delayed about two hours.

March 31.—Sonora and Stockton R. P. O., train 2, was wrecked near Sonora, Cal., 7.35 a. m., caused by a landslide. The mail, car, and clerk were uninjured. Delayed one hour and thirty minutes.

April 1.—Chattanooga and Gadsden R. P. O., train 1, was wrecked near Blue Pond, Ala., 2 p. m., caused by a broken truck. No mail lost or damaged. Clerk A. M. Weiler slightly injured. Delayed six hours and thirty minutes.

April 2.—Texarkana and Laredo R. P. O., train 4–6. The engine and tender were derailed in the yards at Palestine, Tex., 9.20 p. m., from an unknown cause. No injury resulted to the mail or clerks. Delayed about one hour.

April 3.—Mount Pleasant and Keokuk R. P. O., train 51, was derailed near Summitville, Iowa, 8 a. m., with no resulting injury to the clerk or mail. Train annulled.

April 3.—Williamsburg and Northampton R. P. O., train 8 (electric service), was derailed near Northampton, Mass., 7.15 p. m., without damage or injury to the mail or clerk. Delayed twenty-five minutes.

April 4.—Nineveh and Wilkesbarre R. P. O., train 16, was wrecked near Scranton, Pa., 11.55 a. m., by collision with a freight train. The mail car was badly wrecked and a small portion of the mail damaged by oil from the lamps. Clerk J. R. Hammerle was slightly injured.

April 5.—New York and Washington R. P. O., train 36. While passing Newport, Del., 3.04 p. m., the postal car was slightly damaged by being struck by a pole projecting from a car on a side track. No other damage was sustained and there was no delay.

April 5.—Vicksburg and Natchez R. P. O. The steamer of this line was wrecked 5.45 a. m., by running on a snag. No mail lost or damaged and the clerk was uninjured. Delayed eight hours and thirty minutes.

April 5.—Portland and Rochester R. P. O., train 2. The boiler of the engine of this train exploded at Westbrook, Me., about 7.40 a. m. No damage or injury resulted to the mail or clerk. Delayed about two hours.

April 6.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 9. While train was backing to the main track near Boone, Iowa, about 5 a. m., the postal car was

derailed and damaged to such an extent as to compel its abandonment. Mail and clerks uninjured. Delayed one hour and twenty minutes.

April 6.—Anderson and Waveland R. P. O., train 3. Clerk D. L. Hayes, while weighing mail, was thrown against the hook on which he hung the mail to be weighed, injuring his right arm and hand. He died April 20 from blood poisoning, which followed the injury.

April 7.—Columbus and Atchison R. P. O., train 40, was derailed at St. Joseph, Mo., 3.53 a. m., resulting in no injury to the mail or clerk. Delayed fifty minutes.

April 7.—Kansas City and Siloam Springs R. P. O., train 4, was delayed about forty minutes near Jaudon, Mo., 9.15 p. m., by the derailment of the tender. No damage to the mail or injury to the clerk followed.

April 7.—Bastrop and Natchez R. P. O., train 2. The tender was derailed near Bastrop, La., 1.35 p. m., causing a delay of five hours and thirty minutes, but resulting in no injury to the car, mail, or clerk.

April 7.—Camak and Macon R. P. O., train 30, was wrecked near James Station, Ga., 1.10 p. m., from an unknown cause. The mail car was thrown down an embankment, and Clerk F. L. Minor was severely injured. A quantity of letters was damaged by oil and water, but none lost or destroyed. Delayed sixteen hours.

April 7.—Northbend and Seattle R. P. O., train 10, was wrecked, 1.30 p. m., near Inglewood, Wash., the accident being caused by the train breaking in two and the sections colliding. The mail car was badly damaged. Delayed one hour and thirty minutes.

April 8.—Mount Vernon and Chester R. P. O., train 2, was wrecked near Pinckneyville, Ill., 10.45 a. m., by the derailment of the train. No loss or damage to the mail or injury to the clerk. Delayed five hours and ten minutes.

April 8.—Greenbay and Winona R. P. O., train 2, was wrecked, 4.38 p. m., near Royalton, Wis. The accident was caused by the engine breaking through a culvert. The mail car was telescoped by the tender and badly wrecked. No mail was lost or damaged. Clerk T. B. Orbert was painfully injured. Delayed about four hours.

April 8.—South Londonderry and Brattleboro R. P. O., train 74, ran into a landslide, near Brattleboro, Vt., 6.05 p. m., without resulting damage or injury to the mail or clerk. Delayed nine hours and thirty minutes.

April 8.—Orleans and Atwood R. P. O., train 172, was derailed at Hendley, Nebr., 2.25 p. m. Clerk and mail uninjured. Delayed three hours.

April 8.—Independence and Elgin R. P. O., train 263, was wrecked near Peru, Kans., 10.45 a. m., by the derailment of a car. No clerks or mail injured.

April 8.—Conway Springs and Lajunta R. P. O., train 492. While switching the train at Ray, Kans., 9 a. m., a box car was thrown violently against the mail car, forcing the mail from the cases and severely injuring Clerk A. J. Winters. No mail lost or damaged, and there was no delay.

April 10.—Texarkana and Laredo R. P. O., train 10. A fire was discovered in the mail car, about 5.25 a. m., between Wetmore and Bracken, Tex., which was extinguished with slight damage to mail and equipment. Clerk Henry H. Klenke was slightly burned.

April 10.—Cleveland and Pittsburg R. P. O., train 342. While the train was standing near the station at Allegheny, Pa., 5.30 a. m., it was run into by an engine and box car, smashing the platforms of the mail car and slightly injuring Clerk W. L. Holwick. No damage or delay to the mail.

April 10.—New York, Hornellsville and Buffalo R. P. O., train 2. Near Waverly, N. Y., about 12.12 p. m., fire was discovered beneath the floor of the postal car, which was extinguished by means of water from the engine. No damage resulted to the mail. Delayed forty minutes.

April 11.—Havre and Anaconda R. P. O., train 24, was wrecked near Big Sandy, Mont., 7.05 a. m., the accident being caused by the track being undermined by water. The entire train was derailed, but there was no injury incurred by the clerk or mail. Delayed thirty-five hours.

April 11.—Highpoint and Ashboro R. P. O., train 42. Two cars of the train were derailed at Randleman, N. C., 4.55 p. m., with no resulting injury to the mail or clerk. Delayed twenty minutes.

April 12.—Dayton and Pasco R. P. O., train 3, was derailed near Eureka, Wash., 11.10 p. m. No damage or injury to the car, mail, or clerk. Delayed six hours and thirty minutes.

April 12.—Monett and Paris R. P. O., train 1, was wrecked near Goodland, Ind. T., 8.30 a. m., by the breaking of an axle under the tender. There was no damage to the car or mail or injury to the clerk. Delayed five hours.

April 13.—Huntingdon and Cumberland R. P. O., train 2, was wrecked near Mount Dallas, Md., 4.30 p. m., by running into an open switch and colliding with freight cars. No damage or injury to the car, mail, or clerk. Delayed thirty five minutes.

April 14.—Asheville and Murphy R. P. O., train 67. The derailment of a box car in

the train near Bushnell, N. C., caused a delay of three hours, but resulting in no injury to the clerk or mail.

April 15.—New York, Geneva and Buffalo R. P. O., train 3, struck some rocks near Wilkesbarre, Pa., 10.45 p. m., slightly damaging the mail car, but doing no injury to the clerks or mail. Delayed about one hour.

April 17.—Eufaula and Ozark R. P. O., train 23, was wrecked near Eufaula, Ala., 4.45 p. m., by running into an open switch. No mail lost or damaged and the clerk was uninjured. Delayed three hours and forty-five minutes.

April 18.—Sacramento and San Francisco R. P. O., train 32, was wrecked near Midway, Cal., 1.30 p. m., by the derailment of the tender. No damage resulted to the car, mail, or clerks. Delayed two hours and forty minutes.

April 18.—Fort Worth and Ennis R. P. O., train 41, was wrecked near Waxahachie, Tex., 6 p. m., by the derailment of the tender. No injury to the mail or clerk followed. Delayed two hours and fifteen minutes.

April 19.—Toledo and St. Louis R. P. O., train 24, ran into a freight train in the yards at Fort Wayne, Ind., 6.40 p. m., badly damaging the postal car, but causing no injury to the clerks or mail. Delayed one hour and thirty minutes.

April 19.—Bowling Green and Memphis R. P. O., train 101. While the car was being switched at Bowling Green, Ky., about 6 p. m., and the clerks were at work preparatory to commencing their run, it was run into an abutment post, severely injuring Clerks George Love and J. M. McCluskey.

April 19.—Peoria and Mason City R. P. O., train 6, was derailed near Grinnell, Iowa, 10.30 a. m, with no resulting injury to the mail or clerk. Delayed one hour.

April 20.—Chicago, Monon and Cincinnati R. P. O., train 30. A defective switch caused a portion of the train to run on a side track near Hammond, Ind., about 7.45 p. m., resulting in no damage or injury, however, to the mail or clerks. Delayed five hours and fifteen minutes.

April 20.—New Orleans and Houston R. P. O., train 18. The tender was derailed near Lacasine Switch, La., at 5 p. m., but no injury resulted to the clerks or mail. Delayed about one hour.

April 21.—Roanoke and Winston R. P. O., train 31. A collision occurred with a freight car at Boone Mill, Va., 5.29 p. m., which occasioned no injury to the car, mail, or clerk. Delayed five hours.

April 22.—Waycross and Montgomery R. P. O., train 58, was wrecked at Sprague, Ala., 8.15 p. m., by running into an open switch. No mail lost or damaged, and the clerk was uninjured. Delayed three hours.

April 22.—Campbell and Caruthersville R. P. O., train 1, ran into an open switch in the yards at Kennett, Mo., 7.35 a. m., without damage to the mail or injury to the clerk.

April 22.—Monett and Paris R. P. O., train 5. The engine was derailed near Purdy, Mo., 6.42 a. m., but no injury to the car, mail, or clerks resulted. Delayed about fifty minutes.

April 23.—Atlanta and New Orleans R. P. O., train 35. The mail car was run into by a switch engine at the depot in Montgomery, Ala., throwing the clerks to the floor and the letter mail from the cases. A small quantity of paper mail damaged. Clerk S. N. Thompson was severely injured.

April 23.—Portland and San Francisco R. P. O., train 5. The baggage car was derailed near Castlecrag, Cal., 8.15 a. m., but no mail was damaged or clerks injured. Delayed two hours.

April 23.—Memphis and Texarkana R. P. O., train 1, was wrecked near Buckner, Ark., 7.30 p. m., the accident being caused by running into a horse. No damage to the car or mail, and the clerks were uninjured. Delayed four hours and forty minutes.

April 25.—Reno and Virginia City R. P. O., train 1, was derailed near Washoe, Nev., 9.10 a. m. No injury to the car, mail, or clerks. Delayed five hours.

April 26.—Wheeling and Chicago R. P. O., train 47, was wrecked at Berlinton, Ind., 3.40 a. m., the accident being caused by a side collision with a freight train. The postal car was damaged and abandoned. No injury to the mail or clerks. Delayed about four hours.

April 26.—Sidell and Olney R. P. O., train 27. A flat car was derailed at Hazeldell, Ill., 4.45 p. m., without resulting injury to the clerk or mail. Delayed five hours and fifteen minutes.

April 26.—Omaha and Ogden R. P. O., train 1, ran into a caboose at Wyuta Station (n. o.), Utah, 11.20 a. m. The mail car was badly damaged, but no injury to the clerks or mail followed. No delay.

April 26.—Houston and El Paso R. P. O., train 19, was wrecked near Dalburg Station, Tex., 7.05 p. m., by the derailment of the engine. The mail and clerk escaped injury. Delayed one hour.

April 27.—Hinton and Cincinnati R. P. O., train 3, ran into an open switch at St. Albans, W. Va., 11.25 a. m., derailing the entire train. The postal car was overturned,

but without injury to the clerks or damage to the mail. Delayed two hours and thirty minutes.

April 27.—Houston and Eagle Pass R. P. O., train 17, collided with a train of stock cars in the yards at San Antonio, Tex., 7.55 p. m. No damage to the car or mail or injury to the clerk followed. Delayed thirty minutes.

April 28.—Auburn and Crete R. P. O., train 310, was derailed between Douglas and Burr, Nebr., 3.45 p. m., the entire train, with the exception of the mail car, being thrown from the track. No injury to the clerk or mail followed. Delayed seventeen hours.

April 29.—St. Paul and Spokane R. P. O., train 1, was wrecked at Stuart, Mont., 8.10 p. m., by collision with freight cars standing on the track. The mail car was badly damaged and abandoned. No mail lost or damaged and the clerk escaped injury. Delayed ten hours.

April 29.—Chicago, Monon and Cincinnati R. P. O., train 33, was delayed five hours and thirty minutes at St. Johns, Ind., about 1 p. m., by the derailment of the tender, and further delayed one hour and thirty minutes at Monon, Ind., on account of a rear-end collision with a coal train. There was no damage to the mail or injury to the clerks.

April 29.—Union City and Dayton R. P. O., train 2. Clerk George F. Russ was severely injured while working in his car at Union City, Ind., about 2 p. m., before the departure of the train, the accident having been caused by two coaches being violently switched to the train.

April 30.—St. Louis and Texarkana R. P. O., train 56. The axle of the tender broke about 2.25 a. m., near Williamsville, Mo., resulting in no damage or injury, however, to the mail or clerks. Delayed four hours and twenty-five minutes.

May 3.—Charleston and Jacksonville R. P. O., train 23, was wrecked at Offerman, Ga., 4.02 a. m., by collision with an empty freight car. No injury to the car, mail, or clerk. Delayed one hour and twenty minutes.

May 3.—Cleveland and St. Louis R. P. O., train 8, was derailed at Tower Hill, Ill., 11.30 a. m., but the clerks escaped injury and no mail was damaged. Delayed two hours and twenty minutes.

May 3.—Newton and Galveston R. P. O., train 6. While making a catch at Phillipsburg, Tex., about 11.50 a. m., Clerk Houston Lacy was injured.

May 3.—Camak and Macon R. P. O., train 35, was wrecked near Robertsville, Ga., 7 p. m., the accident being caused by the breaking down of a freight car in the train. No injury to the clerk, mail, or car. Delayed one hour and thirty minutes.

May 3.—Danville and Stuart R. P. O., train 1, was derailed at Shuff, Va., from an unknown cause. No damage followed to the mail or clerk. Delayed five hours and thirty minutes.

May 4.—Americus and Columbus R. P. O., train 32, was wrecked 11 a. m., near Americus, Ga., caused by the breaking of an axle. Car, mail, and clerk uninjured. Delay to mails twenty-four hours.

May 5.—Havre and Anaconda R. P. O., train 2, ran off an open switch near Gregson, Mont., 9 a. m., and collided with an engine standing on a side track. The clerk escaped injury and no mails were damaged. Delayed two hours.

May 5.—Galesburg and Rushville R. P. O., train 48, was derailed at Ray, Ill., 12.15 p. m., but no injury resulted to the clerk or mail. Delayed two hours and forty-five minutes.

May 6.—High Springs and St. Petersburg R. P. O., train 39, was wrecked 3.57 p. m. near Macon, Fla., by the breaking of an axle under the first car in the train. No injury followed to the car, clerk, or mail. Delayed six hours.

May 6.—Coffeeville and Little Rock R. P. O., train 232. A delay of one hour was caused at Dora, Ark., 12.45 p. m., by the derailment of the tender. No damage to the car or mail, and the clerk escaped injury.

May 8.—Siloam Springs and Shreveport R. P. O., train 4. The engine tender was derailed near Dequeen, Ark., 1.05 p. m., causing no damage or injury, however, to the mail or clerk. Delayed four hours and twenty minutes.

May 8.—Loup and Grand Island R. P. O., train 88, was derailed near Loup, Nebr., 12.20 p. m., the trucks of the tender leaving the track. The clerk escaped injury and no damage followed to the mail. Delayed one hour and forty minutes.

May 8.—Cincinnati and Nashville R. P. O., train 4. The postal car was derailed near English, Ky., about 2.20 p. m., causing a delay of five hours, but resulting in no injury to the clerks or mail.

May 9.—Quincy and Council Bluffs R. P. O., train 3. A passenger car was derailed at Coffeeburg, Mo., 3 p. m., with no resulting injury to the clerk or mail. Delayed about one hour.

May 10.—Quincy and Council Bluffs R. P. O., train 4, was derailed near Novinger, Mo., 8.35 p. m.; cause unknown. The clerk was not injured and no mail lost or damaged. Delayed two hours and forty minutes.

May 10.—Quincy and Council Bluffs R. P. O., train 6, was wrecked near Bullion, Mo., from an unknown cause. Mail and clerk uninjured. Delayed four hours.

May 10.—St. Paul and Spokane R. P. O., train 2. The engine and tender were derailed near Bismarck, N.Dak., 10.32 p. m., without damage to the mail or injury to the clerk. Delayed about four hours.

May 10.—St. Louis and Paducah R. P. O., train 201. The engine was derailed by the breaking of a wheel near Reevesville, Ill., 2 p. m., but no mail was damaged. The clerk jumped from the train, but escaped injury. Delayed five hours.

May 10.—Kansas City and Joplin R. P. O., train 92, was derailed in the yards at Pleasant Hill, Mo., 10.30 a. m., the accident being caused by a misplaced switch. No mail was lost or damaged, and the clerks escaped injury. Delayed one hour and thirty minutes.

May 10.—Fort Worth and Ennis R. P. O., train 41, was delayed fifteen minutes near Midlothian, Tex., 7 p. m., by the derailment of the engine. Mail, car, and clerk uninjured.

May 11.—Houston and El Paso R. P. O., train 9. The tender was derailed near Sierra Blanca, Tex., 6.40 p. m., with no resulting damage or injury to the clerk or mail. Delayed one hour.

May 12.—Kansas City and Siloam Springs R. P. O., train 4, was wrecked near Lisle, Mo., 9.40 p. m., caused by the derailment of the tender. The clerks escaped injury, and no mail lost or damaged. Delayed thirteen hours.

May 12.—Moseley Junction and Farmville R. P. O., train 1, was derailed near McRaes, Va., 9.30 a. m. No injury to the car, mail, or clerk. Delayed three hours.

May 13.—Washington and Monroe R. P. O., train 402, was derailed by an open switch at Woodbridge, Va., 12.09 p. m., no damage or injury resulting to the mail or clerk. Delayed two hours and fifty minutes.

May 13.—Duluth and Staples R. P. O., train 13, was derailed and wrecked by a broken rail at Sylvan Lake, Minn., about 1 a. m. The mail car was badly damaged and abandoned. A small quantity of mail was damaged by fire, but none lost. The clerk escaped injury. Delayed eight hours and thirty-five minutes.

May 14.—St. Louis, Moberly and Kansas City R. P. O., train 6. The boiler of the engine exploded while the train was standing at Centralia, Mo., 10.15 p. m. The clerks were thrown down by the concussion, but none was seriously injured. No loss or damage to the mail. Delayed two hours.

May 15.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked by a misplaced switch at Cubero (n. o.), N. Mex., 1 a. m. The mail car was derailed and so badly damaged as to be abandoned. No injury to mail or clerk. Delayed ten hours.

May 15.—Detroit and Albany R. P. O., train 6, was wrecked near Lyons, Oreg., 3 p. m., the accident being caused by a bridge giving way. The mail car was badly damaged and abandoned. No mail damaged and the clerk escaped injury. But slight delay.

May 15.—Ishpeming and Chicago R. P. O., train 2, was wrecked by collision with the rear end of a freight train near Lathrop, Mich., 7.33 p. m. The letter mail was thrown from the cases but none lost or damaged. The clerks escaped injury. Delayed three hours and forty minutes.

May 16.—El Paso and Los Angeles R. P. O., train 9, ran into an open switch and collided with an empty freight car at Mongola, N. Mex., 9.02 a. m., followed by no injury to the car, mail, or clerk. Delayed one hour and fifteen minutes.

May 17.—Chicago, Oregon and Minneapolis R. P. O., train 49, collided with a freight train in the yards at Aurora, Ill., 11.20 p. m., damaging the mail car, but resulting in no injury to the mail or clerks. Delayed thirty-seven minutes.

May 19.—Kansas City and Wellington R. P. O., train 203, ran into the rear end of a freight train near Olathe, Kans., 11.13 p. m. The clerks escaped injury and no mail lost or damaged. Delayed three hours.

May 19.—Lincoln and Billings R. P. O., train 41, collided with two freight cars standing on the main track near Merna, Nebr., 1 a. m., without injury to the clerks or damage to the mail. Delayed six hours.

May 19.—Asheville and Murphy R. P. O., train 67. A car in the train was derailed near Jarretts, N. C., 6 p. m., but no injury to the clerk or mail followed. Delayed four hours.

May 20.—Mackinaw and Detroit R. P. O., train 208, ran into some logs lying on the track at West Branch, Mich., 4.50 p. m., derailing the mail car, but doing no injury to the clerks or mail. Delayed six hours.

May 20.—Waco and Yoakum R. P. O., train 41, the tender was derailed near Rockdale, Tex., 10.30 a. m., without resulting injury or damage to the clerk or mail. Delayed one hour and twenty minutes.

May 21.—St. Louis and Texarkana R. P. O., train 51. The train ran over a cow near Hogan, Mo., 5.58 p. m., slightly damaging the mail car. Clerks and mail escaped injury. Delayed ten hours.

May 21.—Cleveland and Cincinnati R. P. O., train 37. The postal car was derailed and badly wrecked near Grafton, Ohio, about 9.35 p. m. The clerks escaped injury.

May 22.—Baltimore and Winchester R. P. O., train 16, was derailed by spreading

rails near Ilchester, Md., 3.50 p. m., slightly damaging the mail car. The mail and clerk escaped injury. Delayed about two hours.

May 22.—Boise and Nampa R. P. O., train 33. The tender was derailed near Boise, Idaho, 4 a. m. No injury followed to the clerk or mail. Delayed one hour.

May 23.—Houston and El Paso R. P. O., train 9, collided with a freight train on the siding at Lozier, Tex., 2.45 a. m., demolishing the front end of the mail car and throwing the mail from the cases, none of which, however, was lost or damaged. The clerk was slightly injured. Delayed two hours and thirty minutes.

May 24.—Ishpeming and Chicago R. P. O., train 16, was wrecked at Cragin, Ill., 9.20 p. m. The mail car was derailed, disabled, and abandoned. No mail was lost or damaged and the clerks escaped injury. Delayed two hours and twenty minutes.

May 24.—Denison and Taylor R. P. O., train 3, ran into a moving freight train on side track at Waco, Tex., about 12.15 p. m., the accident being due to an open switch. No injury to the clerks, mail, or car followed. Delayed thirty minutes.

May 24.—Newton and Galveston R. P. O., train 6. The tender was derailed near Sealy, Tex., 11 a. m., but no damage or injury to the car, mail, or clerk resulted. Delayed one hour.

May 25.—Salina and Oakley R. P. O., train 84, was derailed in the yards at Altair, Kans., 12.45 a. m. No mail lost or damaged and the clerk escaped injury. Delayed about eight hours.

May 25.—Grafton and Beverly R. P. O., train 6, was derailed near Belington, W. Va., 2.40 p. m., from an unknown cause. The mail car was badly damaged, but the mail and clerk were uninjured. Delayed four hours and ten minutes.

May 25.—St. Louis and Texarkana R. P. O., train 52. The engine was derailed near Tower Grove Station (n. o.), Mo., 4.15 p. m., delaying the train twenty-four minutes, but causing no damage to the car or mail or injury to the clerks.

May 26.—Kenova and Bluefield R. P. O., train 11, was wrecked near Canterbury, W. Va., 12.45 p. m. The mail car was slightly damaged, but no mail was lost or destroyed and the clerk escaped injury. Delayed three hours.

May 26.—York and Baltimore R. P. O., train 14, was derailed at Rocks, Md., 6 p. m., from an unknown cause. The mail car was partly demolished, but the clerk was uninjured and no mail lost or destroyed. Delayed one hour and thirty minutes.

May 26.—New York and Pittsburg R. P. O., train 13. The mail car was derailed at Philadelphia, Pa., 6.50 a. m., causing no damage, however, to the car or mail or injury to the clerks. Delayed thirty minutes.

May 26.—Sheffield and Jasper R. P. O., train 1, was wrecked at Haleysville, Ala., 11.35 a. m.; cause of wreck unknown. The mail car was derailed, but the clerk and mail were uninjured. Delayed three hours.

May 26.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked in the yards at Gallup, N. Mex., 3 a. m., caused by collision with loaded coal cars on the mail line. Mail car was badly wrecked and abandoned. No mail lost, but some damaged by oil and water. Clerk A. B. Zeckendorf was severely injured. Delayed six hours.

May 26.—Portland and San Francisco R. P. O., train 6, was wrecked at Oregon City, Oreg., 7.50 p. m., the accident being caused by a wild freight train running into it. No damage followed to the car or mails. The clerks escaped injury by jumping from the car, the train being at a standstill. Delayed ten hours.

May 26.—Hannibal and Gilmore R. P. O., train 4. The engine lost a driving wheel at Bowling Green, Mo., 8.50 p. m., causing a delay of four hours and thirty minutes, but resulting in no injury to the mail or clerk.

May 26.—Quincy and Council Bluffs R. P. O., train 3, was wrecked 4.10 p. m. near Pattonsburg, Mo., by the derailing of a coach in the train. No mail was lost or damaged and the clerk escaped injury. Delayed four hours.

May 27.—St. Paul and Spokane R. P. O., train 3, was wrecked at South Heart, N. Dak., 6.45 a. m., the accident being caused by bad track. The mail car was forced against the engine and overturned. No mail lost or damaged and the clerks escaped serious injury. Delayed about seven hours.

May 27.—St. Paul and Spokane R. P. O., train 1, was wrecked at Sunnyside, N. Dak., 3.40 a. m., caused by the derailment of a portion of the train. There was no damage to the mail or clerk. Delayed ten hours and twenty minutes.

May 27.—Quincy and Council Bluffs R. P. O., train 4. The derailing of a coach caused a delay of two hours and thirty minutes near Coffeeburg, Mo., 2.10 p. m. The clerk was uninjured and there was no loss or damage to the mail.

May 27.—Des Moines, Savanna and Kansas City R. P. O., train 1, collided with the rear end of a freight train at Bee Creek Junction, Mo., 12.49 p. m. The clerks escaped injury and no damage to the mail resulted. Delayed four hours and twenty minutes.

May 27.—Smithton and Pike R. P. O., train 2, was wrecked near Smithton, Ark., 4 p. m, resulting in no injury to the car, clerk, or mail. Slight delay.

May 27.—El Paso and Los Angeles R. P. O., train 9, ran into an open switch and collided with an engine in the roundhouse at Gilabend, Ariz., 8.50 p. m. The letter case was thrown out and some mail slightly damaged by oil. The clerk was painfully injured. Delayed two hours and twenty minutes.

May 27.—Sumner and Hampton R. P. O., train 92, ran into a washout near Dumont, Iowa, 10.15 p. m., and the train derailed. A portion of the letter mail was damaged by oil from the lamps and by rain, but none lost or destroyed. The clerk escaped injury. Train annulled.

May 27.—Denver and Grand Junction R. P. O., train 2, collided with a rock on the track, 1.10 a. m., at Shoshone, Colo., and the train derailed. No clerks were injured and the mail escaped damage. Delayed seven hours.

May 28.—Waycross and Montgomery R. P. O., train 57, was wrecked at Thomasville, Ga., 2.05 a. m., the accident being caused by running into an open switch. No injury to the clerk, mail, or car. Delayed one hour.

May 28.—Albert Lea and Burlington R. P. O., train 5, ran into a washout near Waterloo, Iowa, 1.23 a. m. The train was running at a very high rate of speed and the entire train, with the exception of the engine, was derailed. The postal car was telescoped and thrown into a ditch. A small portion of the letter mail was damaged by oil and water, but no mail lost. Clerks George R. Jackson and Charles Frazier were severely, and E. S. Hosford slightly, injured.

May 28.—Omaha and Ogden R. P. O., train 1, collided with a freight train standing on the main track at Rock Creek, Wyo., 2.15 a. m. The mail car was damaged, but the clerks and mail escaped injury. Delayed five hours and twenty minutes.

May 31.—Baltimore and Winchester R. P. O., train 19, was wrecked by running into a landslide near Brunswick, Md., 7.25 p. m. The mail car was slightly damaged, but no mail damaged, and the clerk was not injured. Delayed one hour.

May 31.—Omaha and Ogden R. P. O., train 3, collided with a helper engine in the tunnel near Aspen, Wyo., 10.40 p. m. No damage to the mail followed and the clerks escaped injury. Delayed one hour.

May 31.—Sonora and Stockton R. P. O., train 2, was wrecked near Warnersville, Cal., 3.15 p. m., the accident being caused by the derailment of a tender. The mail car was derailed, overturned, and considerably damaged. Clerk W. H. Ambrose was severely injured. Delayed fourteen hours.

June 1.—Pittsburg and Uniontown R. P. O., train 33, was derailed near Woodrun, Pa., at 12.45 p. m., resulting in no injury, however, to the car, mail, or clerk. Delayed three hours.

June 1.—Augusta and Hunnewell R. P. O., train 426, was derailed while taking a siding at Mulvane, Kans., 9.50 a. m., the accident being caused by spreading rails. The clerk escaped injury and no mail was lost or damaged. Delayed one hour and forty-five minutes.

June 1.—Quincy and Council Bluffs R. P. O., train 3, was wrecked near Greencastle, Mo., 1.50 p. m., caused by poor condition of track. No mail was lost or damaged and the clerk was uninjured. Delayed three hours and thirty minutes.

June 1.—Quincy and Council Bluffs R. P. O., train 6, was derailed near Kirksville, Mo., 8 a. m., caused, it is supposed, by bad track. No injury resulted to the clerks or mail. Delayed three hours and fifty-five minutes.

June 1.—Lincoln and Billings R. P. O., train 42. Train was delayed six hours near Hemingford, Nebr., 11.18 p. m., by the derailment of the engine. No damage followed to the clerks or mail.

June 2.—Omaha and Ogden R. P. O., train 1—Cheyenne and Pocatello R. P. O., train 1. This train was held up by five armed men near Wilcox Station, Wyo., 2.18 a. m. The clerks refusing to obey the commands of the robbers to open the doors and leave the cars dynamite cartridges were exploded on the sill of one of the postal cars, resulting in serious damage. Shots were also fired into the car, without injury, however, to any of the clerks. A further threat to blow the cars up with dynamite compelled the clerks to leave. They were then placed on an engine, together with the train crew, and taken away from the train. The express car was completely wrecked by dynamite and robbed, but the postal cars, it is believed, were not entered or the mails molested. Delayed eight hours and twenty minutes.

June 2.—Des Moines and Onawa R. P. O., train 2, was derailed at Wall Lake, Iowa, 8.35 p. m., but no damage to the mail or injury to the clerks followed. Delayed one hour and ten minutes.

June 2.—Grandin and Willow Springs R. P. O., train 203, was wrecked near Chicopee, Mo., at 12.20 p. m. The mail in the letter cases was scattered about the car, but none lost or damaged. Clerk Thomas Brownlee was slightly injured. Delayed seven hours.

June 3.—Orin and Cheyenne R. P. O., train 66, was derailed at Wheatland, Wyo., 7.30 p. m., with no resulting damage to the mail or injury to the clerk. Delayed ten hours and ten minutes.

June 3.—East Radford and Norton R. P. O., train 15, was wrecked near Tiptop, Va., 11.20 a. m., the cause of the accident being unknown. The mail car was slightly damaged, but no injury to the clerk or mail resulted. Delayed five hours.

June 4.—Quincy and Council Bluffs R. P. O., train 4, was delayed forty-five minutes near Green City, Mo., 7.25 p. m., by the derailment of a passenger coach. No damage to the mail or injury to the clerk followed.

June 5.—Chicago and Minneapolis R. P. O., train 57, was wrecked at West Salem, Wis., 4.15 a. m., the accident being caused by a head-on collision with a freight train while the former was running at a very high rate of speed on a down grade. Two postal cars were completely disabled and abandoned and one was slightly damaged. Clerks Hall, Largan, Lawrence, Thompson, and Donaire were severely injured. No mail or equipment lost or damaged.

June 5.—Havre and Spokane R. P. O., train 3, was wrecked near Nyack, Mont. (n. o.), at 1.25 a. m., by running into a bowlder on the track. No mail or equipment was lost or damaged, and the clerk was uninjured. Delayed five hours and fifty minutes.

June 7.—Atchison and Lenora R. P. O., train 12, was wrecked near Goff, Kans., at 12.10 a. m., caused by a wheel under the mail car becoming detached. The mail car was derailed and overturned. The mail was scattered about the car and a large quantity of it damaged by water and oil. The clerk escaped injury. Delayed about ten hours.

June 7.—Memphis and Little Rock R. P. O., train 1, was backed into by a freight train at Brinkley, Ark., 12.05 p. m., causing the derailment of the mail car and partially overturning it. No damage resulted to the mail or clerk. Delayed eighteen minutes.

June 7.—Boston and Albany R. P. O., train 32, ran into a freight train on a crossing at Rensselaer, N. Y., 12.55 a. m., with no resulting injury to the mail or clerks. Delayed about two hours.

June 8.—Texarkana and Laredo R. P. O., train 4, Clerk R. Bernhard was injured while making a catch at Easterly, Tex.

June 8.—Spokane and Seattle R. P. O., train 3, was derailed near Wellington, Wash., at 7.20 p. m., the accident being caused by striking a log on the track. The mail car was slightly damaged, but no injury resulted to the clerk. Delayed seven hours.

June 8.—Kansas City and Siloam Springs R. P. O., train 4, was wrecked between Grandview and West Belton, Mo., 9.12 p. m., the entire train being derailed, caused by the trucks of the tender leaving the tracks. No damage to the mail or injury to the clerk followed. Train was abandoned.

June 9.—Sumas and Seattle R. P. O., train 2, the mail car struck a freight car which was standing on a siding at Woodinville, Wash., 4.25 p. m., the latter not being clear of the main-line track. The mail car was slightly damaged, but the clerk escaped injury. Delayed thirty minutes.

June 10.—St. Paul and Havre R. P. O., train 4, was wrecked near St. Michaels Station, 2 p. m., the accident, it is supposed, being caused by defective track. The entire train with the exception of the engine and last car was derailed and thrown down an embankment. Clerks M. H. Danaher seriously, and F. E. Aldrich slightly injured. No mail lost or destroyed and but a small quantity damaged. Delayed about five hours and thirty minutes.

June 12.—Worcester and Norwich R. P. O., train 7053, was derailed near Norwich, Conn., 7.05 p. m. The mail car was badly damaged, but no injury followed to the mail or clerks.

June 12.—Chicago, Milwaukee and North McGregor R. P. O., train 9, collided with a freight car standing on a side track too near the main track at Spring Green, Wis., 8 p. m. A large piece of timber on the freight car was forced into the mail car severely injuring Clerk H. M. Ormsby. No mail was lost or damaged.

June 13.—Topeka and Fort Scott R. P. O., train 286, collided with an empty flat car near Topeka, Kans., 5.10 p. m., but no damage to the mail or injury to the clerk followed. Delayed forty minutes.

June 13.—Nashville and St. Louis R. P. O., train 56, was derailed near Guthrie, Ky., 7.30 p. m. No mail lost or damaged, and the clerk escaped injury. Delayed six hours.

June 13.—Indianapolis and Vincennes R. P. O., train 5, collided with a freight train at Gosport, Ind., about 10 a. m., seriously injuring Clerk F. W. Dickhut. There was no loss or serious damage to the mail. Train abandoned.

June 14.—Campbell and Caruthersville R. P. O., train 4, was derailed near Whiteoak, Mo., 8.05 p. m., the accident being caused by running into a cow. There was no damage to the mail, and the clerk escaped injury. Delayed seven hours and thirty minutes.

June 15.—Kansas City and Lajunta R. P. O., train 2, was wrecked at Lajunta, Colo., about noon, caused by the rear end of train being run into by a switch engine. The mail car was badly damaged and abandoned. The clerks were slightly injured. No loss or damage to the mail. Delayed thirty-three minutes.

June 15.—South Bend and Streator R. P. O., train 2, the engine was derailed near Momence, Ill., 9.50 a. m., no damage to the mail or injury to the clerk following. Delayed one hour and twenty-five minutes.

June 16.—Siloam Springs and Shreveport R. P. O., train 2, was held up by masked robbers at 4 a. m., one of whom entered the mail car, taking therefrom one registered letter and relieving the clerk of his money. There was no other loss to the mail. Delayed about three hours.

June 16.—Minocqua and New Lisbon R. P. O., train 3, was wrecked by collision with a switch engine in the yards at Merrill, Wis., about 12.30 p. m., but no damage to the mail or injury to the clerk resulted.

June 17.—Baltimore and Pittsburg R. P. O., train 6, was wrecked near Yohoghany, Pa., 8.50 a. m., by running into an open switch. The postal car was derailed but sustained no other damage. The mail and clerks escaped injury. Delayed two hours and forty-five minutes.

June 17.—Salida and Durango R. P. O., train 6, ran into a rock slide near Durango, Colo., 8.55 a. m., partly overturning the mail car, but causing no damage to the mail or injury to the clerk. Delayed about twenty-one hours.

June 17.—Jacksonville and St. Petersburg R. P. O., train 23, was wrecked at Blanton, Fla., 8.30 p. m., caused by the derailment of the engine. No damage to the car or mail, or injury to the clerk followed. Delayed four hours and thirty minutes.

June 17.—Jacksonville and Port Tampa R. P. O., train 35, was wrecked near Barberville, Fla., 5.25 p. m., through the loss of a tire on a wheel of the tender. No injury to the clerks, mail, or car. Delayed five hours.

June 18.—Denison and Taylor R. P. O., train 1, struck a cow at (East) Waco, Tex., derailing the engine. No damage to the car or mail, or injury to the clerks followed. Delayed forty minutes.

June 19.—Conroe and Navasota R. P. O., train 32, was run into by a freight train at Montgomery Junction (n. o.), Tex., at 10.20 a. m. Mail and clerk uninjured. Delayed eight hours and ten minutes.

June 20.—Palestine and Galveston R. P. O., train 12, was wrecked near Trinity, Tex., 4 a. m., the accident being due to the derailment of a portion of the train. The clerk was thrown violently to the floor but sustained no injury. No mail lost or damaged. Delayed nine hours.

June 21.—Pittsburg and Chicago R. P. O., train 7, was wrecked in the Alliance, Ohio, yards, 10.35 a. m., the accident being caused by collision with a freight train. The postal cars were badly damaged, but no injury resulted to the mail. Clerks Grant Souder and I. A. Byall were seriously injured. Delayed about one hour.

June 22.—Chicago, Mónon and Cincinnati R. P. O., train 30. While at the door of the car prepared to make the catch at New Palestine, Ohio, about 3 p. m., clerk Theodore Cook was slightly injured, caused, it is supposed, by being struck on the arm by a projecting piece of timber on a bridge that was being repaired.

June 23.—Muscatine and Montezuma R. P. O., train 102, was wrecked near Muscatine, Iowa, 7.02 p. m., by the breaking of a wheel of the engine. The mail car was disabled, but no mail lost or damaged. Clerk Frank P. Field was severely injured. Delayed two hours and thirty minutes.

June 23.—Riverside and Doerun R. P. O., train 6, was wrecked near Knorpp, Mo., 5.40 p. m., caused by running into a cow on the track. No loss or damage to the mail or injury to the clerk followed. Delayed two hours and thirteen minutes.

June 23.—Redlands and Los Angeles R. P. O., train 16, was wrecked near Brynmawr, Cal., 8.35 a. m., by the breaking of a wheel of the tender. No damage or injury to the car, mail, or clerk. Delayed five hours.

June 23.—Kirbyville and Beaumont R. P. O., train 1. The tender was derailed near Buna, Tex., 12.15 p. m., causing a delay of four hours, but resulting in no injury to the car, mail, or clerk.

June 24.—Alamosa and Creed R. P. O., train 416, was wrecked near Del Norte, Colo., 4.40 p. m., by running into cattle which were on the track. No damage to the mail or injury to the clerk followed. Delayed thirteen hours.

June 24.—Leavenworth and Miltonvale R. P. O., train 45, was wrecked near Leonardville, Kans., 8.45 a. m., the accident being caused by a broken rail. The clerk escaped injury and there was no loss or damage to the mail. Delayed twenty-five hours.

June 24.—Kansas City and Denver R. P. O., train 1, while running at a very high rate of speed ran into an open switch at Ogden, Kans., 10 p. m. The postal car was thrown about 30 feet, upset, and badly damaged. The mail was scattered about the car and some of the letter mail damaged by water, but none supposed to be lost. Clerks F. O. Root, C. C. Campbell were seriously, and Geo. F. Bliss slightly, injured. Delayed nine hours.

June 24.—Highpoint and Ashboro R. P. O., train 42, was derailed near Randleman, N. C., 5.40 p. m., the cause of the accident being unknown. No injury to the car, mail, or clerk followed. Delayed four hours and forty minutes.

June 25.—Lajunta and Albuquerque R. P. O., train 17, was wrecked by collision with a switch engine in the yards at East Las Vegas, N. Mex., at 1.40 p. m. The postal car was badly damaged, but no mail was lost or destroyed. Clerk Emmet E. Culter was thrown about 30 feet from the track and seriously injured. Delayed about eight hours.

June 26.—San Francisco and Los Angeles R. P. O., train 7. The tender was derailed between Vallejo Junction (n. o.) and Crockett Station (n. o.), with no resulting injury to the car, mail, or clerks. Delayed two hours.

June 27.—Omaha and Ogden R. P. O., train 2. The derailment of a portion of the train at Buford, Wyo., 12.35 a. m., caused a delay of twenty minutes, but no damage or injury to the mail or clerks resulted.

June 27.—Waldo and Cedar Keys R. P. O., train 16, was wrecked near Ellzey, Fla., about 8.15 a. m., caused by a defective joint in a rail. The entire train was derailed and overturned, with the exception of the engine, slightly damaging the mail car. No mail lost or damaged. Clerk W. R. White was seriously injured. Delayed twenty-four hours.

June 28.—Litchfield and Kampsville R. P. O., trian 1. The tender was derailed near Greenfield, Ill., 10.55 a. m., causing a delay of three hours. No damage resulted to the mail, and the clerk escaped injury.

June 28.—Waycross and Port Tampa R. P. O., train 35, was wrecked near Dunnellon, Fla., 5.40 p. m., caused by the breaking of an axle under the tender. Car, mail, and clerk escaped injury. Delayed seven hours.

June 29.—Charleston and Jacksonville R. P. O., train 23, was wrecked at Hardeeville, S. C., 1.45 a. m., caused by becoming derailed at a switch. The mail car was overturned and caught fire from the lamps. The fire was extinguished, with very slight damage resulting from it. No mail was lost or damaged, and no clerks were injured. Delayed two hours and thirty minutes.

June 30.—New York and Pittsburg R. P. O., train 18, was wrecked near Stewarts Station, Pa., 5.55 p. m. No injury to the clerks nor damage to the mail or to the cars in service followed. Four deadhead postal cars in the train were slightly damaged. Delayed about seven hours and thirty minutes.

Number of casualties	799	Seriously injured	50
Killed	6	Slightly injured	162

W. R. Staples, jr., killed August 15, 1898.
George F. Kellogg, killed October 16, 1898.
E. E. Reed, killed February 6, 1899.
T. E. Stewart, killed February 6, 1899.
George Keuchler, killed March 29, 1899.
D. L. Hayes, injured April 6, 1899; died April 20, 1899.

REPORT

OF THE

SUPERINTENDENT OF FOREIGN MAILS

FOR THE

FISCAL YEAR ENDED JUNE 30, 1899.

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 31, 1899.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1899:

From Statement A, immediately following, showing the weights of the mails dispatched by sea to foreign countries and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	402,647,478 =	887,837
Other articles	3,116,798,381 =	6,872,540
Total		7,760,377

Of the foregoing, the mails for trans-Atlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards	321,715,374 =	709,382	or 79.90
Other articles	2,042,553,887 =	4,503,831	or 65.53
Total		5,213,213	

Of the trans-Atlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per cent.
For Great Britain:			
Letters and post cards	124,941,911 =	275,497	or 38.84
Other articles	897,120,681 =	1,978,151	or 43.92
Total for Great Britain		2,253,648	
For Germany:			
Letters and post cards	59,772,169 =	131,798	or 18.58
Other articles	410,004,775 =	904,061	or 20.07
Total for Germany		1,035,859	
For France:			
Letters and post cards	23,569,706 =	51,971	or 7.33
Other articles	162,779,804 =	358,929	or 7.97
Total for France		410,900	

The weights of the mails for all trans-Atlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per cent.
Letters and post cards	113,431,588 =	250,116	or 35.26
Other articles	572,648,627 =	1,262,780	or 28.04
Total for trans-Atlantic destinations other than Great Britain, Germany, and France		1,512,896	

A.—*Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1899.*

[Where the percentage is not stated it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANS-ATLANTIC SERVICE.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
Great Britain	124,941,911	38.84	897,120,681	43.92
Germany	59,772,169	18.58	410,004,775	20.07
Italy	25,968,868	8.07	61,200,341	3.00
France	23,569,706	7.33	162,779,804	7.97
Austria	18,908,560	5.88	63,854,290	3.13
Sweden	16,184,740	5.03	99,621,623	4.88
Russia	14,258,980	4.43	44,900,430	2.20
Norway	8,040,719	2.50	43,657,899	2.14
Switzerland	5,678,605	1.77	42,734,455	2.09
Netherlands	5,095,985	1.58	29,665,740	1.45
Denmark	4,776,001	1.48	24,795,574	1.21
Belgium	3,825,045	1.19	26,878,845	1.31
South Africa	3,017,115	.94	51,559,090	2.52
Turkey	2,681,840	.83	16,919,330	.83
Spain	2,046,670	.64	12,451,910	.61
India	1,751,400	.54	49,154,120	2.41
Portugal	1,133,730		5,151,525	
Azores	63,330		103,455	
Total	321,715,374		2,042,553,887	
	=lbs. 709,382		=lbs. 4,503,831	

MISCELLANEOUS AND TRANS-PACIFIC SERVICE.

WEST INDIES.				
Cuba	5,457,517	6.74	58,219,695	5.42
Porto Rico	3,918,565	4.84	51,442,740	4.79
Jamaica	2,034,594	2.51	28,876,010	2.68
Other West India Islands	1,854,899	2.29	26,003,665	2.42
Bermuda	1,453,000	1.80	17,220,755	1.60
Haiti	732,355	.90	8,505,900	.79
Bahamas	614,720	.76	6,622,380	.62
Santo Domingo	393,280		6,169,695	.57
Turks Islands	58,775		1,025,920	
CANADA AND MEXICO.				
Nova Scotia	9,997,338	12.35	79,019,579	7.36
Newfoundland	209,708		3,081,062	
British Columbia	155,370		3,167	
St. Pierre and Miquelon	71,000		604,815	
Mexico	934,256	1.15	14,654,976	1.36
CENTRAL AMERICA.				
Costa Rica	1,481,809	1.83	24,225,787	2.26
Guatemala	1,389,951	1.72	26,463,232	2.46
Nicaragua	1,066,451	1.32	17,988,183	1.67
Republic of Honduras	827,544	1.02	13,927,878	1.30
Salvador	747,157	.92	14,615,052	1.36
British Honduras	492,190	.61	5,671,069	.53
SOUTH AMERICA.				
Colombia	2,733,766	3.38	70,795,896	6.59
Panama (from pursers of United States vessels)	1,740			
Brazil	2,048,185	2.53	60,613,805	5.64
Venezuela	1,562,980	1.93	32,292,335	3.01
Curaçao	481,950	.60	5,261,845	
Peru	1,465,464	1.81	24,358,496	2.27

A.—*Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1899*—Continued.

MISCELLANEOUS AND TRANS-PACIFIC SERVICE—Continued.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
SOUTH AMERICA—continued.				
Argentina	1,398,630	1.73	40,142,605	3.74
Chile	1,132,660	1.40	34,301,221	3.19
Ecuador	804,433	.99	12,317,335	1.15
Uruguay	280,265		8,423,260	.78
Bolivia	197,660		5,246,085	
British Guiana	115,125		1,899,880	
Paraguay	38,340		1,332,980	
Dutch Guiana	9,955		6,040	
ASIA.				
Manila	14,818,217	18.31	112,092,285	10.43
Japan	6,293,399	7.78	62,746,677	5.84
Hongkong	2,368,175	2.93	9,233,051	.86
Shanghai (United States postal agency)	1,399,755	1.73	30,669,576	2.85
To United States postal agency, Shanghai	286,025		1,468,635	
Singapore	23,739		497,820	
Cochin China	9,126		274,901	
Java	8,292		123,868	
Siam	7,457		194,002	
OCEANICA.				
Hawaii	5,598,250	6.92	66,324,621	6.17
The British Australasian colonies	3,705,178	4.58	85,510,215	7.93
Tahiti	127,608		1,613,443	
Samoan Islands	111,510		1,893,313	
New Caledonia	7,495		107,178	
Marquesas Islands	5,141		161,036	
Marshall Islands	992		510	
Gilbert Islands	113			
Total	80,932,104		1,074,244,494	
	=lbs. 178,455		=lbs. 2,368,709	
Aggregate	402,647,478		3,116,798,381	
	=lbs. 887,837		=lbs. 6,872,540	

A comparison of the foregoing Statement with a similar Statement furnished with the Report for last year shows the weights of the mails to have increased and decreased as follows, viz:

	1899.	1898.	Increase.	Decrease.	Per cent.
Transatlantic:	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
Letters and post cards	709,382	710,832		1,450	0.20
Other articles	4,503,831	4,314,832	188,999		4.38
Other destinations:					
Letters and post cards	178,455	127,303	51,152		4.02
Other articles	2,368,709	1,968,650	400,059		2.03
Aggregate:					
Letters and post cards	887,837	838,136	49,701		5.93
Other articles	6,872,540	6,283,482	589,058		9.37

The following Statement (B) shows the weight of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register, and Statement C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance:

B.—*Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.*

(1) Vessels of United States register, not under contract, receive $1.60 per pound for letters and post cards, and 8 cents per pound for other articles.
(2) Vessels of foreign register, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2,205 pounds=1 kilogram].

TRANS-ATLANTIC SERVICE.

[The sailings are from New York except when otherwise stated.]

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
International Navigation Co. (contract service)[1]	57,568,202	557,912,074	$485,673.60
International Navigation Co., from Philadelphia[1]	493	845	.56
Cunard[2]	115,697,561	745,590,083	183,597.59
Cunard, from Boston[2]	144,205	1,134,205	248.61
North German Lloyd[2]	69,053,810	295,816,107	95,183.19
White Star[2]	42,248,692	218,691,742	61,873.74
Hamburg-American[2]	8,688,771	56,749,907	13,861.03
Dominion, from Boston[2]	3,588,105	25,097,233	5,884.40
Red Star[2]	27,410	97,775	35.89
Anchor, to Scotland direct[2]	4,990	13,405	6.11
Thingvalla, to Norway direct[2]	2,820	5,250	3.23
General Trans-Atlantic, to France direct[2]	24,597,065	141,312,861	37,202.22
Red Star, from New York and Philadelphia to Antwerp direct[2]	12,745	6,900	11.10
Holland-America, to the Netherlands direct[2]	16,935	22,045	163.90
Prince[2]	45,675	49,030	48.80
Amsinck[2]	17,655	54,425	22.29
American and African[2]	240		.23
Total	321,715,374 =lbs. 709,382	2,042,553,887 =lbs. 4,503,831	883,816.49

[1] United States register.
[2] Foreign register.
[3] Foreign register; settled for in account of balances due foreign countries.

TRANS-PACIFIC SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	*Pounds.*	*Grams.*	*Pounds.*	
Pacific Mail:					
San Francisco to Hongkong via Hawaii and Japan	6,870,786	15,150	75,984,043	167,544	$37,289.90
United States Postal Agency, Shanghai to San Francisco	2,217,986	4,877	4,856,682	10,635	9,035.59
Oceanic:					
San Francisco to Australasian colonies[1]	4,898,623	10,801	100,999,767	222,704	136,000.00
San Francisco to Hawaii	1,412,267	3,114	17,161,431	17,161	8,009.75
Northern Pacific:					
Tacoma to Hongkong via Hawaii and Japan	380,155	838	4,444,995	9,801	2,125.28
Seattle and Honolulu:					
Seattle to Honolulu	33,447	73	223,369	492	157.40
Total	15,813,264	34,853	203,670,287	428,337	192,617.92

[1] Compensation $60,000 per annum, less $1,000 per trip for four trips performed by steamers of foreign register, and $80,000 additional authorized by act of Congress.

Vessels of foreign register.

[See note (2) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	*Pounds.*	*Grams.*	*Pounds.*	
Occidental and Oriental: San Francisco to Hongkong via Hawaii and Japan	8,260,383		90,687,304		$16,722.59
United States Postal Agency, Shanghai to San Francisco	2,413,067		3,721,549		2,687.74
Northern Pacific: Tacoma to Hongkong via Hawaii and Japan	1,474,110		14,047,029		2,778.05
Oriental: San Francisco to Hongkong via Hawaii and Japan	3,606,114		40,283,396		7,867.25
United States Postal Agency, Shanghai to San Francisco	1,503,436		2,711,105		1,712.44
Pacific Mail: San Francisco to Hongkong via Hawaii and Japan	650,606		8,168,480		1,416.09
United States Postal Agency, Shanghai, to San Francisco	81,155		123,605		90.25
Nippon Yusen Kaisha: Seattle to Yokohama, Japan, and Hongkong	487,468		6,948,255		1,140.91
Oceanic: Honolulu to San Francisco	312,488		442,573		344.26
British American: Seattle to Honolulu	34,525		332,559		65.41
San Francisco to Tahiti and Marquesas Islands: J. Pinet & Co	94,018		1,167,387		203.38
M. Turner	38,731		607,092		95.96
San Francisco to Marshall and Gilbert islands: Wilkins & Co	1,105		510		1.12
Total	18,957,208	41,800	169,240,844	373,176	34,625.45

MISCELLANEOUS SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	*Pounds.*	*Grams.*	*Pounds.*	
Panama Railroad Steamship Line: New York to Colon	5,756,280	12,692	133,869,390	295,182	$43,675.19
Pacific Mail: San Francisco to Panama	540,493	1,191	5,507,100	12,143	2,868.13
Red D (Boulton, Bliss & Dallett): New York to Porto Rico, Venezuela and Dutch West Indies (contract service)	2,823,385	6,226	42,462,345	93,629	42,902.00
New York to Venezuela and Dutch West Indies (noncontract service)	332,760	734	3,501,595	7,721	1,791.66
Trinidad Shipping and Trading Company: New York to Venezuela and West Indies	92,100	203	1,579,905	3,483	603.63
New York and Porto Rico: New York to Porto Rico	584,500	1,288	6,249,975	13,681	3,164.60
New York and Cuba Mail: New York to Mexico (contract service)	186,460	411	3,773,125	8,319	87,570.00
New York to Cuba (contract service)	274,995	606	2,688,510	5,928	59,346.00
New York to Cuba (noncontract service)	1,305,045	2,877	14,215,023	31,344	7,010.67
Clyde: New York to Haiti, Santo Domingo, etc	579,765	1,278	8,716,860	19,220	3,583.05
Royal Mail: New Orleans to Central America	1,351,042	2,979	23,441,691	51,688	8,901.60
Oteri's Pioneer: New Orleans to Republic of Honduras	74,384	164	1,325,654	2,923	496.27
Morgan: New Orleans to Cuba	3,706	6	10,205	22	14.87
Camors: New Orleans to Cuba	794	1	10,885	24	4.72
American Mail: Philadelphia and Boston to Jamaica (contract service)	479,300	1,056	7,293,157	16,081	56,907.34
Snyder Banana: New Orleans to Costa Rica and Republic of Honduras	35,787	78	729,855	1,609	255.01
Pacific coast: San Francisco to Mexico	111,058	244	1,057,648	2,332	578.37
San Francisco to British Columbia[1]	40,546	89	3,167	7	34.49
Puget Sound and Alaska Port Townsend to British Columbia[1]	114,824	253			109.25
Pacific Mail (inward): From pursers of United States vessels to San Francisco[2]	1,740	3			3.48
Total	14,574,140	32,379	256,436,090	565,336	319,820.33

[1] Compensation, 1 cent a letter.

[2] Compensation, 2 cents a letter.

Vessels of foreign register.

[See note (2) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Lamport and Holt: New York to Brazil and La Plata countries	1,690,265	58,720,255	$6,815.11
Knott's Prince: New York to Brazil and La Plata countries	718,355	24,516,495	3,059.05
Sloman's Brazil: New York to Brazil and La Plata countries	232,860	8,013,245	997.99
Norton's: New York to La Plata countries	478,780	15,621,475	1,969.49
Booth: New York to West Indies and Brazil	447,700	5,660,695	978.29
Red Cross: New York to West Indies and Brazil	402,650	5,062,090	877.04
Quebec: New York to West Indies and Venezuela	1,748,560	24,432,890	4,045.13
Trinidad: New York to West Indies and Venezuela	348,820	5,717,725	888.38
Royal Dutch West India Mail: New York to West Indies and Venezuela [1]	234,720	1,554,210	376.48
Red D: New York to West Indies, Venezuela, and Colombia	812,650	16,399,060	2,366.72
Demerara: New York to West Indies	176,460	2,699,010	430.74
A. D. Strauss & Co.: New York to West Indies	920	7,000	.89
Atlas: New York to Haiti, Jamaica, etc	2,669,385	47,235,595	7,134.19
Clyde: New York to Haiti, Santo Domingo, etc	69,065	1,021,330	165.21
Cameron: New York to Haiti and Bahamas	142,070	1,860,735	316.66
Quebec: New York to Bermuda	1,141,600	11,074,220	2,170.30
New York and Cuba Mail: New York to Bahamas [1]	232,775	8,483,830	626.40
Bahamas: New York to Bahamas	73,940	1,051,935	172.87
Florida East Coast: Miami to Bahamas	284,775	2,005,980	468.38
New York and Cuba Mail: New York to Cuba and Mexico	978,380	10,881,660	1,994.22
Munson's: New York to Cuba	116,845	2,463,455	350.48
Mutual: New York to Cuba	20,120	223,170	40.95
A. Bacon: New York to Cuba	7,555	62,590	13.33
Earn: Philadelphia to Cuba	81,954	1,640,785	237.42
Camors: New Orleans to Cuba	19,774	372,130	54.99
New York and Porto Rico: New York to Porto Rico	6,480	72,180	13.22
New York and Central American: New York to Jamaica and Central America	185,510	3,038,285	472.21
Quaker City: Philadelphia to Jamaica	257,541	4,576,529	690.16
Buckman's Fruit: Baltimore to Jamaica	179,120	2,448,704	409.15
American Mail: Philadelphia and Boston to Jamaica	43,155	835,950	122.31
Boston Fruit: Boston to Jamaica	22,465	223,680	43.26
Mobile Fruit: Mobile to Colombia	36,225	313,283	65.19
Panama Railroad Steamship Line: New York to Colon	165,525	3,622,295	509.28
Snyder Banana: New Orleans and Mobile to Colombia and Costa Rica, etc	952,602	15,740,440	2,438.21
Central American and Commercial: New Orleans to Colombia, Costa Rica, etc	94,267	1,779,582	262.69
Costa Rica: New Orleans to Costa Rica	395,831	6,481,050	1,007.40
Bluefields: New Orleans to Nicaragua	312,087	6,680,462	945.82
Royal Mail: New Orleans to British Honduras	703,482	10,974,204	1,737.87
Oteri's Pioneer: New Orleans to Republic of Honduras, etc	4,879	39,005	8.47
Orr & Laubenheimer Co.: Mobile to British Honduras	40,474	22,728	41.25
Atlantic and Mexican Gulf: Mobile to Mexico	9,316	68,288	15.58
Red Cross: New York to Newfoundland	44,870	1,444,385	211.41
Dominion: Boston to Nova Scotia [2]	4,641,840	40,049,431	3,931.21
Yarmouth: Boston to Nova Scotia [2]	3,608,456	19,422,452	3,105.85
Canada Atlantic and Plant: Boston to Nova Scotia [2]	1,747,042	19,547,696	1,508.58
Newfoundland Coastal: Boston to Newfoundland	22,105	118,700	33.55
Allan: Philadelphia to Newfoundland	41,228	977,527	146.52
Total	26,645,478	385,251,311	54,269.90

[1] Settled for in account of balances due foreign countries.
[2] Compensation 1 cent a letter.

C.—*Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.*

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANS-ATLANTIC SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Cunard	15,745,466	70,864,764	$22,032.83
North German Lloyd	11,224,633	53,464,597	15,991.10
White Star	10,010,253	46,928,642	14,188.52
Dominion	1,058,527	6,175,676	1,617.43
Hamburg-American	1,070,686	4,359,914	1,453.94
Total noncontract trans-Atlantic	39,109,565 =lbs. 86,236	181,793,593 =lbs. 400,855	55,283.82

C.—*Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States*—Continued.

MISCELLANEOUS SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Panama Railroad Steamship Line	194,449	3,019,295	$479 01
[1] New York and Cuba Mail (New York to Bahamas)	147,286	2,726,316	405.22
Florida East Coast Line (Miami to Bahamas)	73,557	1,314,152	197.80
New York and Cuba Mail (New York to Cuba)	64,270	1,236,880	181.33
Quebec Steamship Co	161	1,414,017	136.61
Earn		967,343	98.35
Bahamas Steamship Co	24,640	508,577	72.37
Northern Pacific Steamship Co	40,593	238,564	62.19
Red D	8,755	378,250	44.95
Clyde	7,710	330,784	44.17
Quaker City Fruit Co		168,370	16.24
Red Cross		113,170	10.92
Atlas		103,430	9.98
Lamport & Holt		86,150	8.31
Booth Steamship Co		40,105	3.87
New York and Central American		34,100	3.29
Buckman Fruit Co		10,370	1.00
Total noncontract miscellaneous	561,421 =lbs. 1,238	12,734,323 =lbs. 28,079	1,770.61
Total noncontract service	39,670,986 =lbs. 87,474	194,527,916 =lbs. 428,934	57,054.43

CONTRACT SERVICE.

[2] The International Navigation Co. (trans-Atlantic)	10,001,610	56,717,142	
[2] Plant Investment Co. (Tampa to Cuba)	643,994	13,004,700	
Florida East Coast Line (Miami to Cuba)	115,390	3,298,475	
Red D	89,041	605,587	
[2] New York and Cuba Mail (New York to Cuba)	11,916	491,215	
American Mail		7,450	
Total contract service	10,861,951 =lbs. 23,951	74,124,569 =lbs. 163,445	
Aggregate	50,532,937 =lbs. 111,425	268,652,485 =lbs. 592,379	$57,054.43

[1] Settled for in account of balances due foreign countries.
[2] Conveyed by vessels under contract with this Department, and without additional cost.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to $1,571,552.28, which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments as follows:

To France, for services of steamers of the General Trans-Atlantic Line from New York to Havre		$37,202.22
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp		11.10
To the Netherlands, for services of steamers of the Holland-America Line from New York to Amsterdam and Rotterdam	$163.90	
And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies	376.48	
		540.38
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence		626.40

(2) the sum paid to the Panama Railroad Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America; (3) the cost of sustaining sea

post-offices on the fast steamers of the North German Lloyd, the Hamburg-American Packet, and the International Navagation companies; and (4) the transfer service in New York Harbor.

This sum of $1,571,552.28 was distributed as follows, viz:

Trans-Atlantic service:			
Vessels of United States register—contract service		$485,674.16	
Vessels of foreign register		398,142.33	
			$883,816.49
Trans-Pacific service:			
Vessels of United States register		192,617.92	
Vessels of foreign register		34,625.45	
			227,243.37
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):			
Vessels of United States register—			
Contract service	$246,725.34		
Noncontract service	73,094.99		
		319,820.33	
Vessels of foreign register		54,269.90	
			374,090.23
The Panama Railroad Company			20,876.21
The sea post service			29,122.81
Steamboat and wagon transfer service—New York			35,437.00
Miscellaneous items, telegrams, etc			966.17
Total			1,571,552.28

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin			57,054.43
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin			239,791.85
For open-mail matter of United States origin			23,982.46
The expenses of the United States Postal Agency at Shanghai			1,922.36
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale and the Universal Dictionary of Post-Offices			768.72
Making the aggregate cost of the service			1,895,072.10
From this aggregate must be deducted the amounts received by this Department for the intermediary transit of closed mails of foreign origin		$197,572.97	
For the intermediary transit of open-mail matter of foreign origin		52,810.03	
And the receipts at the United States Postal Agency at Shanghai, viz:			
Postage stamps sold and postage collected, Box rents collected		1,571.15	
			251,954.15
Leaving the actual net cost of the service			1,643,117.95

It is estimated that the sum of $3,622,925.97 was received by this Department as postage on articles exchanged with all foreign countries, and that of that sum the postage collected on the articles exchanged with foreign countries other than Canada and Mexico, amounted to $2,718,862.22, or $1,075,744.27 more than the net cost of the service, exclusive of the cost of transporting the articles between the United States exchange post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is only an estimate, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as

approximately correct; so that it may be safely assumed that even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1900-1.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1901, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails, the railway transit across the Isthmus of Panama, the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties	$2,085,000
For additional compensation to the Oceanic Steamship Company for transporting mails from San Francisco to Hawaii and Australasia	80,000
For the expense of maintaining 18 sea post-offices on steamers plying between New York and Southampton, Bremen and Hamburg	45,000
For transfer service in New York Harbor and to and from the transfer boat	40,000
Total on account of transportation	2,248,000
For balances due foreign countries, including the United States share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's annual subscription for the Monthly Journal (L'Union Postale), and the Universal Dictionary of Post-Offices, published by that bureau, and for contingencies	145,000
Aggregate	2,393,000

The foregoing estimate is based upon the known cost of the contract ocean mail service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report, and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1899, as follows, viz:

CONTRACT SERVICE.

Route No. 36, "O. M. S.," New York to La Guayra, 36 trips of 2,258 miles = 81,288 statute miles, at $1	$81,288
Route No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles = 189,332 statute miles, at $4	757,328
Route No. 69, "O. M. S.," New York to Tuxpan, 52 trips of 2,502 miles = 130,104 statute miles, at $1	130,104
Route No. 70, "O. M. S.," New York to Havana, 52 trips of 1,413 miles = 73,476 statute miles, at $1	73,476
Route No. 74, "O. M. S.," from Boston to Port Antonio, 78 trips of 1,588 miles = 142,662 statute miles, at 66⅔ cents; and from Philadelphia to Port Antonio, 26 trips of 1,642 miles = 42,692 statute miles, at 66⅔ cents	123,569
Total contract service	1,165,765
Vessels of United States register not under contract (10 per cent increase)	292,284
Additional compensation to Oceanic Steamship Company from San Francisco to Hawaii and Australasia	80,000
Vessels of foreign register (10 per cent increase)	535,741
One-half the cost of maintaining 18 sea post-offices, 152 round trips, at $300 per trip	45,000
Transfer service in New York Harbor	40,000
For transporting foreign closed mails (10 per cent increase)	62,759
Panama Railroad Company (10 per cent increase)	22,963
Expense of Postal Agency at Shanghai (10 per cent increase)	2,115
For contingencies, including casualties	1,373
Total on account of transportation of mails	2,248,000

The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days. The expenses for the fiscal year ending June 30, 1901, are determined by the statistics taken in May, 1896, from which it appears that the annual charge against this Department will probably be	$143,000	
For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the Monthly Journal (L'Union Postale), and for the Universal Dictionary of Post-Offices	1,000	
For contingencies, including casualties	1,000	
Total on account of balances due foreign countries		$145,000
Total estimate		2,393,000

The particulars given in the following Statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1898, and April, 1899, respectively; the figures in the staetment being obtained by multiplying the results of each week's operations by 26 to find the operations of fifty-two weeks, or one year.

The data thus obtained can not be considered as accurate, but it may be assumed to be approximately correct, and furnishes the only information obtainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland, and the postage collected thereon, are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of these overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1899, based upon the count of such matter exchanged during seven days of October, 1898, and seven days of April, 1899, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of August 7, 1895, and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters	60,903,084	44,689,449	105,592,533	16,213,635	
Unpaid and short-paid letters	1,090,402	1,819,768	2,910,170		729,366
Postal cards	4,029,371	2,853,372	6,882,743	1,175,999	
Postal cards with paid reply	32,682	26,624	59,306	6,058	
Articles of printed matter	68,917,106	38,485,619	107,402,775	30,431,537	
Commercial papers	518,104	83,160	601,264	434,944	
Packages of samples of merchandise	1,169,174	1,111,934	2,281,108	57,240	
Letters free of postage	201,319	194,152	395,471	7,167	
Other articles free of postage	66,390	21,826	88,216	44,564	
Registered letters	1,195,814	1,071,907	2,267,721	123,907	
Other articles registered	214,038	160,774	374,812	53,264	
Total	138,337,534	90,518,585	228,856,119		
Demands for return receipts	65,544	25,290	90,834	40,254	
Postage prepaid on—					
Letters	$2,487,499.62		$2,487,499.62		
Postal cards	57,500.51		57,500.51		
Other articles	891,529.00		891,529.00		
Postage due on—					
Letters	48,054.98	$183,013.18	231,068.16		$134,958.20
Other articles	1,869.84	3,383.66	5,253.50		1,513.82
Total	3,486,453.95	186,396.84	3,672,850.79		136,472.02

NOTE.—Total postage collected on articles sent and received, $3,622,925.97.

The rule under which the mails for trans-Atlantic destinations have for many years been assigned to the fastest vessel available for their conveyance—that is to say, in the case of two steamers leaving New York for Great Britain at or about the same time, the mails were assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London—has not been rigidly adhered to during the year just closed, preference having been given to vessels flying the flag of the United States.

A record of the speed of the steamers to which the mails for Trans-Atlantic destinations were assigned has, however, been kept, a summary of which appears in the statement (E) following:

E.—*Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the Transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1899, as shown by the records of this Office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)*

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
North German Lloyd (New York to London via Southampton):		*Hours.*		*Hours.*		*Hours.*		*Hours.*		*Hours.*	*Hours.*
Kaiser Wilhelm der Grosse.	3	161.5	2	158.9	2	157.6	3	165.6	10	161.4	152.8
Kaiser Friedrich	1	168.6	2	172.9	1	188.1	3	185.3	7	179.8	167.4
Lahn	3	187.9	3	189.6	3	195.6	2	203.2	11	193.3	185.5
Saale	2	189.6	1	188	1	208.2			4	193.9	188
Trave	3	187.3	2	193.7	1	197.5	4	202.6	10	195.7	185.5
Cunard (New York to London via Queenstown):											
Campania	3	162.1	3	163.5	3	174.4	3	165.9	12	166.5	160.3
Lucania	3	168.8	4	173.7	2	168.3	3	166	12	169.6	160.3
Etruria	3	175.1	4	176.4	2	187	3	181.2	12	179	173.7
Umbria	3	181.5	3	186.1	2	194.1	4	187.6	12	186.8	178.1
Servia	3	214.1			1	218.6	2	219	6	216.5	213.9
Aurania [1]	2	236.4			2	207.6	2	209.2	6	217.7	201.7
Hamburg-American (New York to London via Southampton):											
Fuerst Bismarck	3	174.5	1	173.6			3	178.5	7	176.1	173.6
Augusta Victoria	2	183.1	1	198.4			2	196.7	5	191.6	182.1
American (New York to London via Southampton):											
St. Louis			4	170.3	4	184.2	4	179.3	12	177.9	167.5
Paris			3	181	2	186.3	2	182.3	7	182.9	173.3
St. Paul [2]			3	191.8	3	183.6	3	181	9	185.5	175.5
New York [3]					1	246.4	4	188.4	5	200	183.7
White Star (New York to London via Queenstown):											
Majestic	3	174.9	3	175.5	3	182.3	4	179.9	13	178.3	171.8
Teutonic	3	175.7	3	175.6	3	185.2	3	186.2	12	180.7	174
Germanic [4]	3	198.8	3	211.1	1	221.8	1	206.6	8	207.3	196
Britannic	3	212.1	3	214.5	3	224.8	3	222.3	12	218.4	206.8
Cymric	1	238.1	2	239.1	3	253.1	2	238.1	8	244	232.4
General Transatlantic (New York to Paris via Havre):											
La Champagne	1	201.2	3	201.4	3	203.1	3	203.8	10	202.6	198.3
La Touraine	3	208.8	3	210.5	2	204.9	3	199.1	11	204.6	186.3
La Bretagne	2	209	1	200.5	3	206.1	3	205.2	9	205.8	200.5
La Gascogne	2	209	3	205.7	2	211	2	215.3	9	209.8	197.6
La Navarre	2	219.2	1	209.6					3	216	209.6
La Normandie	2	219.2	3	234.7	2	229.6	2	220.8	9	227	218.5

[1] Delayed on trip from New York September 6, 1898 (about 2 days). Cause not stated.
[2] Delayed on trip from New York December 21, 1898 (about 2 days). Cause not stated.
[3] Delayed on trip from New York January 11, 1899 (about 2½ days). Cause not stated.
[4] Delayed on trip from New York December 21, 1898 (about 2 days). Detained in bay by fog.

THE UNIVERSAL POSTAL UNION.

There has been no extension of the territory of the Union during the year.

There is maintained under the name of the "International Bureau of the Universal Postal Union" a central office, which is conducted under the superintendence of the Swiss postal administration, and the expenses of which are borne by all the administrations of the Union.

This bureau is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service, of giving, at the request of the Postal Administrations concerned, an opinion upon questions in dispute, of making known propositions for modifying the acts of the Congress, of giving notice of the changes adopted, and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director (for the year 1898) shows that the total cost of maintaining the bureau was (96,052.21 francs) $18,538.08.

Pursuant to the provisions of the Universal Postal Convention, this sum was divided into 637 units, of which this Department paid 25 units, or (3,775 francs) $728.58.

SEA POST-OFFICES.

The International Sea Post-Offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American Line, viz:

The steamers *Kaiser Friedrich*, *Kaiser Wilhelm Der Grosse*, *Lahn*, *Saale*, and *Trave*, of the North German Lloyd, and the steamers *Augusta Victoria* and *Fuerst Bismarck*, of the Hamburg-American Line; 56 trips having been made from New York and 59 from Germany.

During the 56 trips from New York, 3,252,000 ordinary articles, 44,595 registered articles, and 5,314 sacks of printed matter were distributed during 3,394 working hours, an average of 58,071 ordinary articles, 796 registered articles, and 95 sacks of printed matter per trip of 61 hours; and during the 59 trips from Germany, 9,433,000 ordinary articles, 143,624 registered articles, and 12,685 sacks of printed matter were distributed during 5,020 working hours, an average of 159,881 ordinary articles, 2,434 registered articles, and 215 sacks of printed matter per trip of 85 hours.

Sea Post-Offices have also been in operation upon the steamers *New York*, *Paris*, *St. Louis*, and *St. Paul*, of the International Navigation Company; 33 trips having been made from New York and 29 from Southampton.

During the 33 trips from New York, 50,355 ordinary articles were distributed, and during the 29 trips from Southampton, 2,454,000 ordinary articles, 30,458 registered articles, and 4,126 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the Sea Post Service can not be secured on the steamers of the International Navigation Company, for the reason that the mails conveyed to this country by those steamers are very light, the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed, because

the British office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received, and that in the distribution of 12,061,082 letters and post cards, only 1,120 errors (0.009 per cent) have been reported. The service could be improved if the accommodations on board the steamers for Sea Post-Office purposes were more commodious than they are at present and than it has been practicable to make them. But when we consider the small space available for office purposes, and the fact that stormy weather frequently retards, if it does not entirely interrupt, the work of the clerks, there is very little room for complaint that the work of the Sea Post-Offices is not more nearly perfect.

PARCELS-POST.

There has been no actual extension of the parcels-post service during the fiscal year. But two additional conventions have been negotiated, one with Venezuela to take effect January 1, 1899, and one with Germany to take effect October 1, 1899, and at the date of this report in operation. The convention with Venezuela has not yet been ratified by the Congress of Venezuela, and can not become operative until after such ratification.

The weights of the parcels-post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1898	106,723
For the year ended June 30, 1899	107,529

which shows an increase during the fiscal year of 806 pounds.

As our parcels-post arrangements are principally with Central American countries and British colonies in the West Indies, the very slight increase in the parcels-post traffic may be accounted for by the recent hostilities in and around Cuba and Porto Rico, the effect of which was felt for some time after hostilities were suspended by the President's proclamation dated August 12, 1898.

CONTRACT OCEAN MAIL SERVICE.

The contract mail service upon the five routes now in operation has been performed to the satisfaction of the Department and of the contractors.

The steamers performing contract mail service upon four of the routes having been taken for military or naval purposes during the war with Spain in April, 1898, the mail service upon those routes was interrupted and was not resumed until the following dates, viz: On route 36, October 1, 1898; on route 57, October 12, 1898; on route 69, October 15, 1898; on route 70, September 21, 1898.

On route 36 the service has been resumed only partially, as one of the steamers has been purchased by the Government and the company has not yet been able to replace it. Consequently, only two trips a month are now being made on route 36, instead of three trips, as required by the contract.

The service on route 74, Boston and Philadelphia to Jamaica, is a new service, the contract having taken effect on the 1st of January, 1899.

The distance traversed, the amount paid as mileage, the weights of the mails, and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon the five routes in question are as follows, viz:

Route 36, New York to La Guaira, 19 trips; statute miles traveled, 42,902; mileage paid	$42,902.00
Weights of the mails conveyed: Letters and post cards, 6,226 pounds; other articles, 93,629 pounds; amount of the full sea and inland postage thereon	17,451.92
Excess of cost of contract service on route 36	25,450.08
Route 57, New York to Southampton, 33 trips; statute miles traveled, 121,418½; mileage paid	485,673.60
Weights of the mails conveyed: Letters and post cards, 126,938 pounds; other articles, 1,230,196 + pounds; amount of full sea and inland postage thereon	301,516.48
Excess of cost of contract service on route 57	184,157.12
Routes 69 and 70, New York to Tuxpan, 35 trips, and New York to Havana, 41 trips; statute miles traveled, 146,916; mileage paid	146,916.00
Weights of the mails conveyed: Letters and post cards, 1,017 pounds; other articles, 14,247 pounds; amount of full sea and inland postage thereon	2,766.96
Excess of cost of contract service on routes 69 and 70	144,149.04
Route 74, Boston and Philadelphia to Port Antonio, Jamaica, 48 trips; statute miles traveled, 85,361; mileage paid	56,907.34
Weights of the mails conveyed: Letters and post cards, 1,056 pounds; other articles, 16,081 pounds; amount of full sea and inland postage thereon	1,286.48
Excess of cost of contract service on route 74	55,620.86
Aggregate excess of cost of contract service	409,377.10

The ocean mail contract service should be credited also with the carriage of the closed mails of foreign origin forwarded during the year from this country by means of steamers under contract with this Department.

The weights of said closed mails amounted to 10,861,951 grams (23,951 pounds) of letters and post cards, and 74,124,569 grams (163,445 pounds) of other articles, for the conveyance of which steamers not under contract would have been entitled to compensation at the rate of 5 francs per kilogram of letters and post cards and 50 centimes per kilogram of other articles, or to a total sum of $17,634.80. Deducting said sum from the "aggregate excess of cost," we find as the net excess of cost of the contract service $391,742.30.

TRANS-ATLANTIC MAILS.

The mails for Great Britain and the Continent of Europe are dispatched by every fast steamer; and when two fast steamers sail on the same day or succeeding days the mails are as a rule assigned to the one whose previous speed record gives reason to believe that it will deliver the mails sooner on the other side of the Atlantic. Other things being equal, preference is given to steamers sailing under the flag of the United States, and especially to those under contract with

this Department, at a compensation of $4 for each mile traveled from New York to Southampton.

Steamers flying the flag of the United States, but not under contract, are allowed for their services all the postage collected on the mails they carry from this country; that is to say, 5 cents a half ounce, $1.60 a pound (or $3,200 a short ton) for letters and post cards, and 1 cent for 2 ounces, 8 cents a pound (or $160 a short ton) for other articles. In the case of a steamer conveying the mails under a foreign flag, compensation for the service is allowed at the rate of 44 cents a pound (or $880 a short ton) for letters and post cards, and 4½ cents a pound (or $90 a short ton) for other articles, calculated on the actual net weight of the mails conveyed.

The transfer service in New York Harbor, whereby the fast mail steamers arriving from Europe are met at the quarantine station by a special mail steamer, which receives the mails and conveys them as rapidly as possible to the various railroad wharves, whence the mails for the city of New York are immediately sent to the post-office in that city, and those for inland destinations are forwarded by the first outgoing trains, has been continued without accident or interruption.

CENTRAL AND SOUTH AMERICAN AND WEST INDIAN MAILS.

Our communication with the west coast of Central and South America has been regular and reliable, at least three times a month (at the date of this report the service is once a week), by means of steamers plying between New York and Colon; and to Venezuela we have a semi-monthly service by means of the Red D Line, which is performing contract service between New York and Laguayra under the provisions of the Act of Congress approved March 3, 1891, the contract rate of pay being $1 a mile outward, and which dispatches two additional steamers a month that are not under contract with this Department. At least two of these steamers each month call at San Juan or Ponce, Porto Rico. Contract service at the same rate of pay is also performed once a week by the New York and Cuba Mail Line between New York and Havana, and once a week between New York and certain Mexican Gulf ports, via Havana. Besides, there is additional through service with Cuba by means of steamers plying twice a week during the summer and three times a week during the winter between Tampa, Fla., and Havana, Cuba; and by means of steamers plying twice a week between Miami, Fla., and Havana, Cuba; and also by means of steamers of the Munson Line, sailing from New York twice a month for northern Cuban ports. These last two services are performed under domestic contracts and do not come under the provisions of the act ot March 3, 1891. With Porto Rico we have mail communication regularly at least five times a month—twice by means of steamers of the Red D Line, and three times by means of steamers of the New York and Porto Rico Line, the latter service being performed under a domestic mail contract.

With Jamaica we have contract ocean mail service (commenced January 1, 1899) by means of steamers of the American Mail Steamship Company, sailing twice a week from Boston or Philadelphia for Port Antonio, Jamaica. Besides, steamers of the Atlas Line sail regularly twice a month from New York for Kingston, and there are two sailings a week from Baltimore for Port Antonio.

Communication with the other West Indian islands has been main-

tained without material change, and principally by means of the New York and Cuba, Quebec, Atlas, Clyde, Royal Dutch West India, Trinidad, Bahamas, Strauss, Cameron, and Demerara lines of steamers.

With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers flying the flag of the United States, which sail every week from New Orleans. By steamers sailing from the same port we have regular weekly communication with Costa Rica, and frequent, although irregular, communication with Nicaragua and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent, although irregular, service with Bocas del Toro (Colombia) and Belize.

By means of the Lamport & Holt, Sloman's Brazil, Norton, Knott's Prince, and Red Cross lines, mails for Brazil and the River Plate countries have been dispatched six or seven times a month by steamers sailing for those countries direct. Correspondence for Brazil and the River Plate countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANS-PACIFIC MAILS.

By means of steamers sailing three or four times a month from San Francisco and once or twice a month from Tacoma and Seattle, mails for Japan and China have been dispatched not less than six times a month.

These mails have included articles for our forces in the Philippines; but mails for the Philippines have also been dispatched by naval vessels and by steamers chartered for military purposes which sailed from San Francisco for Manila, in the intervals between the sailings of the regular mail steamers, 53 times during the year. Correspondence for Japan and China has also been forwarded to Vancouver, British Columbia, for dispatch per steamers leaving that port every four weeks, when the delivery of the correspondence would be thereby expedited.

No change has occurred in our means of communication with the Australasian colonies, the service being regular once every four weeks from San Francisco to Sidney, performed by the Oceanic Steamship Company under an arrangement entered into with the colonies of New Zealand and New South Wales many years ago, but which is renewed from year to year. This Department is not a party to the arrangement, but contributes toward the support of the service to the extent of its ability under the statutes in force by allowing to the Oceanic Steamship Company all of the postage collected on mails conveyed by its steamers sailing under the United States flag, which amounted this year to $56,000. Besides, for the last four years Congress has made a special appropriation annually of $80,000 additional for this service, so that for the year just closed the Oceanic Steamship Company has received $136,000 for its services.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once every four weeks.

The steamers above referred to call at Honolulu, and the Oceanic Steamship Company dispatches an additional vessel every month, and the British-American Line dispatches a steamer once a month from

Seattle, to that port. Besides most of the steamers en route for Japan and China usually call at Honolulu, so that there are not less than seven opportunities a month for communication by mail with Hawaii, and generally there are not less than eight, in addition to occasional dispatches by means of naval vessels and army transports.

Our mail communication with Japan, China, and the Australasian colonies has been improved by means of an arrangement for the transfer at Honolulu of mails for and from those countries. Under the arrangement, mails are forwarded from San Francisco to Honolulu, to be transferred there to steamers sailing from Vancouver and calling at Honolulu en route to those countries; and mails for the United States arriving at Honolulu by steamers bound for Vancouver are transferred to steamers sailing from Honolulu to San Francisco. By such transfers the delivery of the mails so transferred is expedited by three or four days.

CASUALTIES.

Two Trans-Atlantic mail steamers were wrecked during the year, viz: *La Bourgogne*, of the French Line, which sailed from New York on the 2d of July, 1898, for Havre, with 217 sacks of mails for Europe, and was wrecked on the 4th of July, all of the mails being lost; and the *Paris*, of the American Line, which sailed from Southampton and Cherbourg on the 20th of May last for New York, and was wrecked early the following morning about 5 miles from Falmouth, all of the mails being saved.

OFFICE WORK.

During the year 24,910 communications were received, entered in brief in "Letters received," and acted upon, of which 6,152 were in foreign languages and were translated; 7,218 were referred by "slip" to other officials, and the remainder involved the preparation of 5,812 letters which were signed, press copied, briefed, and indexed. Besides this, 40,086 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of 7 clerks (4 male and 3 female) in addition to the chief clerk, and to their energy and industry due the fact that the business of the office is up to date.

APPENDIXES.

I append hereto statistical tables showing the number of post-offices and employees; number of letter boxes for the use of the public; proportion of post-offices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels-post; postal revenues and expenditures, and subsidies paid to steamship companies, relating to various countries of the Postal Union during the year 1898, which have been collected from the most recent statistical tables published by the International Bureau of the Universal Postal Union.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

Hon. W. SHALLENBERGER,
Second Assistant Postmaster-General.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1897.

[From "Statistique générale du Service Postal," published by the International Bureau of the Universal Postal Union, Berne, Switzerland, 1899.]

In the following tables a number of countries embraced in the Postal Union are omitted because they failed to furnish the International Bureau with their postal statistics.

Number of post-offices and officers and employees.

Country.	Post-offices.		Officers and employees.		Country.	Post-offices.		Officers and employees.	
	Rank.	Number.	Rank.	Number.		Rank.	Number.	Rank.	Number.
United States	1	72,278	1	204,304	Victoria	22	1,604	23	4,643
Germany	2	41,028	2	190,919	New Zealand	23	1,533	27	3,083
Great Britain	3	21,202	3	150,110	Netherlands East Indies	24	1,433	29	1,657
British India	4	11,989	6	50,754	Netherlands	25	1,295	15	6,777
Russia	5	9,731	5	51,589	Denmark	26	1,064	20	5,872
Canada	6	9,371	11	17,298	Cape of Good Hope	27	965	24	4,091
France	7	9,066	4	69,142	Belgium	28	960	17	6,230
Italy	8	7,741	9	24,253	Egypt	29	776	31	1,330
Austria	9	5,785	7	43,687	Chile	30	670	28	1,838
Hungary	10	4,681	10	19,152	Uruguay	31	638	30	1,342
Japan	11	4,079	8	41,450	Greece	32	362	33	963
Switzerland	12	3,618	12	10,751	Peru	33	339	32	1,222
Roumania	13	3,078	16	6,528	Bolivia	34	328	34	907
Spain	14	3,047	13	10,425	Tunis	35	289	38	473
Sweden	15	2,821	18	6,205	Siam	36	165	36	520
Portugal	16	2,411	19	6,018	Luxemburg	37	85	37	507
Norway	17	2,111	26	3,223	Bosnia-Herzegovina	38	83	35	550
New South Wales	18	2,050	21	5,869	Costa Rica	39	83	40	158
Bulgaria	19	1,985	25	3,703	Kongo	40	40	41	77
Argentine Republic	20	1,716	22	5,389	Dominican Republic	41	41	39	* 179
Mexico	21	1,663	14	7,496					

Number of letter boxes for the use of the public.

Country.	Letter boxes.		Country.	Letter boxes.	
	Rank.	Number.		Rank.	Number.
United States	1	139,435	Norway	21	3,092
Germany	2	108,897	New Zealand	22	2,118
France	3	67,684	Argentine Republic	23	1,895
Great Britain	4	51,595	Cape of Good Hope	24	1,139
Japan	5	40,984	Egypt	25	1,035
British India	6	40,096	Chile	26	1,026
Italy	7	20,949	Mexico	27	806
Austria	8	19,929	Uruguay	28	763
Russia	9	15,808	Greece	29	580
Spain	10	12,542	Luxemburg	30	567
Canada	11	10,786	Bulgaria	31	560
Denmark	12	9,945	Peru	32	424
Switzerland	13	8,856	Bolivia	33	359
Hungary	14	8,105	Tunis	34	349
Belgium	15	7,337	Siam	35	298
Portugal	16	5,803	Bosnia-Herzegovina	36	204
Sweden	17	4,557	Costa Rica	37	66
Roumania	18	4,550	Kongo	38	32
Netherlands	19	4,027	Dominican Republic	39	20
New South Wales	20	3,363			

Proportion of post-offices to area and population.

Country.	Proportion of post-offices to area.		Country.	Proportion of post-offices to population.	
	Rank.	Square miles to each post-office.		Rank.	Population to each post-office.
Switzerland	1	4.6	New Zealand	1	505
Great Britain	2	5.7	Canada	2	526
Germany	3	6.0	New South Wales	3	647
Netherlands	4	9.8	Victoria	4	740
Belgium	5	12.7	Switzerland	5	848
Luxemburg	6	12.8	United States	6	887
Italy	7	14.4	Norway	7	1,035
Portugal	8	14.8	Uruguay	8	1,375
Denmark	9	18.7	Germany	9	1,521
Bulgaria	10	19.2	Bulgaria	10	1,605
Roumania	11	20.3	Roumania	11	1,766
Austria	12	20.6	Great Britain	12	1,883
Hungary	13	30.3	Sweden	13	2,082
Japan	14	39.5	Portugal	14	2,110
Mexico	15	46.7	Cape of Good Hope	15	2,116
Victoria	16	55.5	Denmark	16	2,681
United States	17	56.3	Luxemburg	17	2,790
Norway	18	60.2	Argentine Republic	18	3,005
France	19	66.5	Costa Rica	19	3,286
Greece	20	67.8	Netherlands	20	3,876
New Zealand	21	68.3	Tunis	21	3,915
Sweden	22	70.4	Italy	22	4,096
Spain	23	76.5	Austria	23	4,256
Uruguay	24	113.0	Hungary	24	4,259
British India	25	135.5	France	25	4,320
New South Wales	26	151.6	Chile	26	5,778
Tunis	27	177.6	Spain	27	5,991
Bosnia-Herzegovina	28	243.4	Greece	28	6,728
Egypt	29	267.8	Belgium	29	7,376
Cape of Good Hope	30	294.0	Mexico	30	7,690
Costa Rica	31	298.6	Bolivia	31	8,563
Canada	32	375.3	Peru	32	9,144
Netherlands East Indies	33	446.7	Japan	33	11,317
Chile	34	474.2	Egypt	34	12,962
Argentine Republic	35	833.2	Russia	35	13,753
Russia	36	922.3	Dominican Republic	36	18,182
Dominican Republic	37	933.9	Bosnia-Herzegovina	37	19,479
Siam	38	1,614.7	Netherlands East Indies	38	22,604
Peru	39	2,058.4	British India	39	24,959
Bolivia	40	2,402.5	Siam	40	36,364
Kongo	41	5,211.0	Kongo	41	2,000,000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent, to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
United States	1	93.8	Japan	22	12.9
New South Wales	2	88.5	Spain	23	12.8
Great Britain	3	81.5	Uruguay	24	12.0
Victoria	4	74.1	Roumania	25	11.2
New Zealand	5	71.4	Portugal	26	11.1
Switzerland	6	59.4	Tunis	27	7.5
Belgium	7	56.1	Mexico	28	7.1
Netherlands	8	50.6	Costa Rica	29	6.9
France	9	50.0	Bulgaria	30	5.8
Germany	10	47.7	Greece	31	5.7
Argentine Republic	11	43.3	Peru	32	3.7
Canada	12	38.1	Russia	33	3.3
Austria	13	33.5	Bosnia-Herzegovina	34	3.3
Denmark	14	33.4	Egypt	35	2.2
Luxemburg	15	30.4	British India	36	1.5
Cape of Good Hope	16	21.0	Dominican Republic	37	1.1
Norway	17	17.4	Netherlands East Indies	38	.49
Italy	18	17.2	Bolivia	39	.41
Sweden	19	17.0	Siam	40	.1
Chile	20	15.1	Kongo	41	.0042
Hungary	21	13.5			

Length of mail routes.

Country.	Railroads.		All other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	173,378	1	293,838
Germany	2	29,332	4	72,019
Russia	3	28,100	2	130,234
France	4	24,951	14	33,976
British India	5	19,286	3	104,001
Austria	6	14,931	9	46,754
Canada	7	14,768	7	49,850
Italy	8	10,475	12	34,997
Hungary	9	10,095	13	34,708
Argentine Republic	10	8,765	17	22,642
Mexico	11	7,702	6	50,166
Sweden	12	6,278	16	23,217
Portugal	13	4,263	23	10,509
Belgium	14	3,715	37	596
Netherlands	15	3,703	18	22,200
New Zealand	16	3,452	19	21,769
Victoria	17	3,026	24	9,832
Japan	18	2,862	5	57,015
Roumania	19	2,801	35	1,715
New South Wales	20	2,755	15	31,687
Switzerland	21	2,470	30	3,822
Cape of Good Hope	22	2,101	20	18,532
Chile	23	2,096	21	15,539
Denmark	24	1,563	29	4,078
Netherlands East Indies	25	1,485	8	47,744
Norway	26	1,301	11	40,407
Egypt	27	1,253	28	5,030
Uruguay	28	1,014	31	3,798
Peru	29	925	25	7,498
Bulgaria	30	600	33	2,478
Greece	31	530	27	5,449
Bosnia-Herzegovina	32	446	36	1,206
Tunis	33	348	32	3,118
Bolivia	34	317	22	12,214
Luxemburg	35	251	38	301
Kongo	36	197	34	1,981
Dominican Republic	37	182	10	40,446
Siam	38	83	26	6,509

Annual transportation.

Country.	On railroads.		On all other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	278,036,471	1	141,120,850
Germany	2	128,302,727	4	57,584,726
France	3	76,741,619	2	136,576,647
Belgium	4	40,347,398	29	929,957
Austria	5	34,559,017	6	31,047,948
Russia	6	34,488,252	7	30,724,720
Italy	7	24,116,997	8	23,190,198
Hungary	8	22,226,155	9	16,616,661
British India	9	20,966,575	3	67,039,992
Canada	10	15,106,265	10	15,770,599
Sweden	11	11,437,385	12	7,884,923
Argentine Republic	12	7,993,301	24	1,821,957
Switzerland	13	7,942,236	15	4,933,752
Greece	14	6,564,058	21	2,146,375
Mexico	15	6,554,853	11	14,610,160
Japan	16	6,029,210	5	38,741,009
Netherlands	17	4,673,090	13	7,325,363
Victoria	18	4,346,245	17	3,530,589
Denmark	19	3,974,631	23	2,059,005
Netherlands East Indies	20	3,474,295	20	2,407,831
Cape of Good Hope	21	3,053,189	19	3,241,540
New Zealand	22	2,639,784	16	3,693,565
Egypt	23	2,615,052	27	1,210,329
Chile	24	2,285,280	22	2,089,740
Roumania	25	2,018,623	34	578,151
Portugal	26	1,701,347	18	3,310,312
Norway	27	1,446,077	14	6,072,262
Luxemburg	28	696,111	36	311,540
Bulgaria	29	649,336	31	840,928
Tunis	30	500,774	28	1,132,853
Bosnia-Herzegovina	31	448,000	33	699,103
Peru	32	366,576	30	877,143
Uruguay	33	365,073	25	1,367,293
Bolivia	34	66,005	26	1,183,288
Siam	35	59,744	32	699,649
Dominican Republic	36	56,004	35	472,858
Kongo	37	49,019	37	16,842

Number of articles received and dispatched in the international mails.

A.—RECEIVED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany	1	84,306,510	2	18,400,980	2	34,212,640	1	5,176,660
Austria	2	68,912,060	1	23,196,000	5	14,533,040	2	3,087,460
France	3	52,704,974	10	2,349,531	3	27,962,969	3	2,008,957
United States	4	47,649,477	9	3,169,582	1	39,495,237	4	1,646,713
Hungary	5	21,631,198	3	8,231,836	14	6,900.446	9	728,414
Italy	6	20,127,333	8	3,277,899	8	11,4-2,206	5	1,370,500
Switzerland	7	20,088,299	4	5,535,491	7	12,067 900	7	1,243,554
Russia	8	18,676,837	5	4,244,074	10	10,659,755	10	701,085
Belgium	9	16,565,588	6	4,026,828	9	11,060,306	6	1,313,520
Netherlands	10	13,871,766	7	3,919,586	11	7,671,282	8	930,015
Spain	11	11,122,057	19	148,458	6	13,092,288	15	331,254
Argentine Republic	12	11,040,120	26	49,629	13	6,350,711		
Sweden	13	8,306,155	13	570,219	20	3,410,719	11	482,495
New South Wales	14	7,305,847	25	57,510	18	4,656,451		
British India	15	5,332,279			12	6,973,104		
Denmark	16	5,049,600	12	896,040	28	1,523,004	13	377,268
Norway	17	5,016,600	15	505,700	24	1,998,700	17	195,000
Cape of Good Hope	18	4,828,044	27	46,966	16	5,536,648	20	95,940
Victoria	19	4,748,742			17	5,522,221		
Roumania	20	3,380,522	11	971,391	21	3,115,158	16	238,758
Mexico	21	3,274,892			4	19,650,280	12	430,628
Portugal	22	2,907,669	20	119,798	26	1,818,499	19	119,521
Tunis	23	2,850,408	22	89,460	23	2,206,584	21	85,032
Greece	24	2,552,975	23	76,096	29	1,498,049	27	27,360
Egypt	25	2,151,000	21	105,000	22	2,241,000	24	56,000
New Zealand	26	1,990,947	28	16,549	15	5,983,896	14	372,066
Bulgaria	27	1,780,654	17	365,964	25	1,962,762	18	124,598
Bosnia-Herzegovina	28	1,721,577	16	499,585	30	1,279,953	22	60,544
Luxemburg	29	1,409,106	14	539,884	32	1,030,462	23	56,454
Japan	30	1,371,628	18	344,236	33	842,294	29	18,359
Uruguay	31	1,259,734	30	9,968	19	3,666,909	26	33,991
Chile	32	935,854	29	14,495	27	1,717,968	28	24,460
Netherlands East Indies	33	760,619	24	67,923	31	1,259,829	25	52,121
Peru	34	511,069	31	8,999	34	567,081	30	11,782
Bolivia	35	145,234	34	4,405	36	189,803	33	4,034
Costa Rica	36	135,126	35	3,225	35	548,166	31	5,647
Siam	37	120,220	33	4,523	37	136,129	32	4,907
Dominican Republic	38	93,111	36	897	38	87,271	34	3,145
Kongo	39	84,168	32	5,118	39	65,652	35	432

B.—DISPATCHED.

Germany	1	91,408,890	2	17,400,670	3	43,575,450	1	4,412,530
Austria	2	75,261,210	1	23,769,500	4	23,371,940	3	3,777,180
United States	3	60,133,251	9	2,833,113	1	61,997,522	9	911,276
France	4	56,898,889	10	2,273,783	2	57,447,484	2	4,350,394
Italy	5	21,707,162	6	3,368,146	7	10,881,837	7	1,149,073
Hungary	6	19,767,782	3	8,164,482	12	6,287,954	10	523,318
Switzerland	7	18,005,314	4	8,001,027	8	7,537,002	8	969,790
Belgium	8	17,320,719	5	4,934,761	5	13,021,281	5	1,214,278
Russia	9	15,890,756	8	2,853,713	13	6,010,573	6	1,191,339
Netherlands	10	10,577,546	7	3,332,003	11	6,307,911	4	1,218,439
Spain	11	8,463,912	20	150,840	6	10,907,106	12	217,530
Argentine Republic	12	8,387,895	22	81,649	14	5,061,370		
New South Wales	13	6,724,672	27	70,340	9	7,282,924		
Sweden	14	5,530,148	14	546,260	17	1,584,635	18	60,125
British India	15	5,146,834			15	2,629,804		
Denmark	16	4,988,152	12	987,884	19	1,407,600	13	190,240
Victoria	17	4,412,868			10	6,919,040		
Cape of Good Hope	18	4,136,652	28	62,712	16	1,937,104	15	92,404
Norway	19	3,697,336	16	417,820	25	883,935	22	36,127
Roumania	20	3,072,440	11	1,156,434	23	1,147,834	11	312,272
Portugal	21	2,914,867	19	179,472	24	1,040,328	17	73,088
Tunis	22	2,567,710	23	79,740	20	1,260,000	19	58,500
Greece	23	2,283,815	25	72,762	22	1,191,261	27	14,894
Egypt	24	2,170,100	21	94,040	28	741,960	14	94,020
Mexico	25	2,070,746	26	71,998	21	1,192,722	23	31,628
New Zealand	26	1,668,581	30	14,062	18	1,469,002	16	91,006
Bosnia-Herzegovina	27	1,578,181	15	500,815	31	230,855	26	21,142
Japan	28	1,474,120	17	417,705	27	793,220	20	45,125
Luxemburg	29	1,280,512	13	580,762	29	521,430	25	23,108
Bulgaria	30	1,062,206	18	257,470	30	331,890	24	28,078
Uruguay	31	1,039,444	32	8,736	35	156,635	29	4,008
Chile	32	829,314	29	14,080	26	808,925	30	2,545
Netherlands East Indies	33	735,112	24	77,887	32	218,070	21	44,838
Peru	34	442,007	31	12,001	33	176,511	28	4,497
Bolivia	35	119,490	36	3,779	37	44,530	34	372
Costa Rica	36	102,179	35	4,510	34	173,169	33	565
Dominican Republic	37	86,738	37	527	38	13,637	35	180
Kongo	38	81,324	34	4,710	39	1,566	31	984
Siam	39	78,603	35	4,510	36	47,242	32	871

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Hungary	1	5,624,612	5,103,104	521,508	$9,291,490.16
Germany	2	4,804,708	4,461,808	342,900	29,693,291.25
Austria	3	3,751,220	3,403,970	347,250	11,524,276.27
Switzerland	4	2,403,688	2,289,835	113,853	9,744,138.83
France	5	1,699,338	1,638,132	61,206	2,625,503.68
Italy	6	972,216	909,296	62,920	2,264,146.69
Great Britain	7	930,928	813,383	117,545	
Belgium	8	785,325	767,568	17,757	21,829.26
Netherlands	9	549,554	534,863	14,691	985,681.30
Denmark	10	525,224	501,148	24,076	4,290,286.55
Roumania	11	476,681	456,816	19,865	490,132.86
Spain	12	331,105	331,105		
Bosnia-Herzegovina	13	327,847	153,823	74,021	5,023,886.50
Sweden	14	192,009	178,330	13,679	1,846,978.36
Luxemburg	15	178,026	173,502	4,524	484,372.29
Norway	16	175,200	163,700	11,500	3,533,695.86
Russia	17	171,226	119,711	51,515	4,478,414.65
Tunis	18	111,096	111,096		
British India	19	108,752	108,752		
Egypt	20	93,000	84,800	8,200	218,784.80
Mexico	21	88,708	88,708		
Bulgaria	22	64,888	57,712	6,976	2,072,460.20
Portugal	23	57,910	56,066	1,844	178,895.36
Cape of Good Hope	24	55,742	55,742		
New South Wales	25	51,791		51,791	736,887.51
Netherlands East Indies	26	35,681	35,681		
Victoria	27	30,918	30,918		
Argentine Republic	28	26,849	26,849		
New Zealand	29	23,698	23,698		
Greece	30	20,513	20,513		
Chile	31	7,933	7,861	72	1,672.92
Costa Rica	32	7,098	7,098		
Uruguay	33	5,670	5,670		
Japan	34	4,004	4,004		
Kongo	35	4,002	4,002		
Siam	36	1,504	1,504		

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels dispatched.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany	1	7,183,599	6,979,539	204,060	$19,094,321.83
France	2	3,507,202	3,308,271	198,931	6,101,468.61
Austria	3	3,471,990	3,000,620	471,370	19,263,120.40
Hungary	4	1,810,822	1,455,766	355,056	5,273,667.38
Switzerland	5	1,365,752	1,162,802	202,950	22,175,298.56
Great Britain	6	1,226,964	1,226,964		
Italy	7	592,591	567,596	24,995	1,340,375.92
Belgium	8	419,149	408,857	10,292	21,830.23
Netherlands	9	243,777	233,714	10,063	989,900.08
British India	10	117,031	117,031		
Roumania	11	93,122	86,874	6,248	102,233.83
Denmark	12	83,386	75,493	7,893	935,043.89
Luxemburg	13	82,370	78,949	3,421	744,997.37
Bosnia-Herzegovina	14	80,927	44,152	36,775	5,014,236.50
Spain	15	76,690	76,690		
Egypt	16	54,100	53,000	1,100	26,749.80
Sweden	17	54,047	50,804	3,243	6,519,149.75
Russia	18	50,350	9,828	40,522	2,259,110.54
Victoria	19	48,624	48,624		
New South Wales	20	48,531		48,531	552,458.64
Norway	21	30,039	25,991	4,048	1,556,967.86
Tunis	22	20,088	20,088		
Cape of Good Hope	23	14,892	14,892		
New Zealand	24	8,760	8,670		
Netherlands East Indies	25	8,292	8,292		
Mexico	26	7,426	7,426		
Bulgaria	27	7,008	5,192	1,816	1,540,467.32
Argentine Republic	28	6,939	6,939		
Portugal	29	5,198	5,070	128	3,665.45
Japan	30	4,042	4,042		
Greece	31	4,015	4,015		
Chile	32	2,881	2,881		
Uruguay	33	1,853	1,853		
Siam	34	631	631		
Costa Rica	35	570	570		
Kongo	36	66	66		

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany	1	$88,741,362.95	United States	1	$93,787,078.85
United States	2	82,065,462.72	Germany	2	79,148,050.38
Great Britain	3	60,447,740.71	Great Britain	3	42,263,288.14
France	4	45,449,532.89	France	4	34,174,873.22
Russia	5	32,841,077.63	Russia	5	25,498,706.06
Austria	6	18,335,349.33	Austria	6	16,716,326.24
Italy	7	10,245,077.29	Italy	7	10,609,185.07
Hungary	8	7,573,177.95	Argentine Republic	8	5,857,046.27
Japan	9	5,866,493.68	Japan	9	5,773,326.44
Switzerland	10	5,019,620.24	Hungary	10	5,466,008.48
British India	11	5,008,282.00	Switzerland	11	5,300,586.16
Spain	12	4,789,814.93	British India	12	5,221,672.70
Canada	13	4,219,858.82	Canada	13	5,036,240.20
Belgium	14	4,188,063.32	New South Wales	14	3,302,690.11
Netherlands	15	3,477,620.28	Netherlands	15	2,786,867.51
Victoria	16	3,331,280.55	Sweden	16	2,490,020.88
New South Wales	17	3,305,399.88	Victoria	17	2,398,547.45
Argentine Republic	18	2,944,787.43	Spain	18	2,202,513.74
Sweden	19	2,821,743.22	Denmark	19	1,792,891.81
Denmark	20	1,970,413.80	Mexico	20	1,696,513.27
Roumania	21	1,739,508.98	Roumania	21	1,558,582.65
Cape of Good Hope	22	1,687,401.60	Cape of Good Hope	22	1,534,815.41
Portugal	23	1,381,819.96	Belgium	23	1,363,314.87
Mexico	24	1,361,140.94	Portugal	24	1,108,029.56
New Zealand	25	1,323,391.90	Norway	25	1,051,881.67
Norway	26	1,105,424.92	New Zealand	26	959,860.46
Egypt	27	596,213.67	Netherlands East Indies	27	836,837.76
Bulgaria	28	579,518.20	Bulgaria	28	628,490.76
Netherlands East Indies	29	517,025.92	Egypt	29	488,010.53
Chile	30	349,455.80	Chile	30	399,053.13
Greece	31	346,551.98	Greece	31	365,839.81
Tunis	32	311,210.24	Luxemburg	32	293,451.60
Luxemburg	33	275,490.62	Uruguay	33	289,476.58
Uruguay	34	274,911.70	Bosnia-Herzegovina	34	217,964.99
Bosnia-Herzegovina	35	216,851.65	Tunis	35	199,600.21
Peru	36	124,014.08	Peru	36	132,575.08
Bolivia	37	52,016.78	Bolivia	37	76,885.65
Kongo	38	27,399.69	Siam	38	51,036.15
Siam	39	19,677.89			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Great Britain	1	$18,184,452.57	United States	1	$11,121,616.13
France	2	11,274,659.67	Argentine Republic	2	2,912,258.84
Germany	3	11,148,253.48	Canada	3	816,381.38
Russia	4	7,342,371.57	Mexico	4	335,372.33
Belgium	5	2,824,718.45	Netherlands East Indies	5	319,811.84
Spain	6	2,587,300.19	Chile	6	49,597.33
Hungary	7	2,107,169.47	Bulgaria	7	48,972.56
Austria	8	1,619,023.09	Siam	8	31,358.26
Victoria	9	932,733.10	Bolivia	9	24,868.87
Netherlands	10	690,752.77	Greece	10	19,287.83
British India	11	386,609.30	Luxemburg	11	17,960.98
New Zealand	12	363,531.44	Uruguay	12	14,564.88
Sweden	13	331,722.34	Peru	13	8,561.00
Switzerland	14	319,034.08	Bosnia-Herzegovinia	14	1,113.34
Portugal	15	273,790.40			
Roumania	16	180,926.33			
Denmark	17	177,521.99			
Cape of Good Hope	18	152,586.19			
Tunis	19	111,610.03			
Egypt	20	108,203.14			
Japan	21	93,167.24			
Norway	22	53,543.25			
New South Wales	23	2,709.72			

Subsidies paid to steamship companies.[1]

Country.	Rank.	Annual subsidy.	Country.	Rank.	Annual subsidy.
France	1	$5,075,799.25	Victoria	10	$118,058.10
Great Britain	2	3,663,745.01	New Zealand	11	85,271.49
Italy	3	1,875,427.36	Netherlands East Indies	12	80,288.00
Spain	4	1,044,456.55	Denmark	13	54,319.17
Japan	5	684,523.90	Belgium	14	40,406.09
Cape of Good Hope	6	448,163.18	Greece	15	28,772.82
British India	7	330,116.07	Peru	16	2,895.00
Netherlands	8	222,850.16	Uruguay	17	2,787.88
New South Wales	9	222,428.64			

[1] The amounts given in this table are the sums which were reported to the International Bureau as bona fide subsidies paid to the steamship companies, irrespective of the quantity of mail carried. Other countries, e. g., Germany, Austria, Russia, etc., pay large subsidies to steamship companies, but the amounts were not reported to the International Bureau.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

FOR THE

YEAR ENDING JUNE 30, 1899.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C.,

SIR: I have the honor to submit the following report of the postal business coming within the jurisdiction of this Bureau for the fiscal year ending June 30, 1899:

Special attention is invited to the text under the captions "Division of Registration" and "Classification of Mail Matter." Under the first mentioned will be found a comprehensive note on extensions of the registry system which have been provided for since the close of the year covered by this report, while under the latter will be found important recommendations decided upon since the close of the year.

FINANCIAL STATEMENT.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—		
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards		$87,280,654.01
Second-class postage (pound rate) paid in money		3,527,032.26
Receipts from box rents		2,726,558.04
Letter postage paid in money (made up principally of balances due from foreign postal administrations)		98,031.38
Miscellaneous receipts		58,297.72
Fines and penalties		31,041.42
Receipts from unclaimed dead letters		13,104.74
Total ordinary postal revenue		93,734,719.57
Receipts from money-order business		1,286,664.60
Total receipts from all sources		95,021,384.17
Expenditures:		
Actual amount of expenditures for the service of the year ending June 30, 1899 (which includes all the expenditures made on account of the year up to three months after its close)	$101,435,269.99	
Expenditure during the year on account of previous years	196,890.93	
		101,632,160.92
Excess of expenditures over receipts		6,610,776.75

The outstanding liabilities at the close of the year, and the cost of transporting the mails over the subsidized Pacific railroads that have not yet settled their bonded accounts with the Government (the latter item amounting to $614,329.49), are not included in the foregoing statement.

The following comparisons with the totals of the preceding year are presented:

Total receipts for 1898	$89,012,618.55
Total receipts for 1899	95,021,384.17
Increase for 1899	6,008,765.62
Per cent of increase	6.7
Total expenditures, 1898	98,033,523.61
Total expenditures, 1899	101,632,160.92
Increase for 1899	3,598,637.31
Per cent of increase	3.6
Total deficiency for 1898	9,020,905.06
Total deficiency for 1899	6,610,776.75
Decrease of deficiency for 1899	2,410,128.31
Per cent of decrease	26.7

Detailed statements of postal receipts and expenditures, by items will be found in Tables Nos. 2, 3, and 4, in this report.

LOSSES BY BURGLARY, FIRE, BAD DEBTS, AND COMPROMISES.

During the year, in cases of loss by burglary and fire, where compromises with debtors were found to be necessary, and in others where outstanding debts proved to be uncollectible, the Department suffered losses amounting altogether to $19,358.85.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue—	
For 1895 and prior years	$41,258.81
For 1896 and prior years	2,040.58
For 1897	300,000.00
For 1898	3,900,000.00
For 1899	4,000,000.00
Total	8,243,299.39

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1898	$109,642.04
Balance subject to draft June 30, 1898	5,166,949.36
Counter-entry receipts fiscal year 1898	252.31
	5,166,697.05

Deposits:		
On account of postal revenue	$39,380,400.95	
On account of grants from the General Treasury	8,243,299.39	
		$47,623,700.34
Total		52,790,397.39
Amount of warrants paid during the year ending June 30, 1899		46,545,812.10
Balance at depositories June 30, 1899		6,244,585.29
Amount of outstanding warrants June 30, 1899		223,392.73
Balance subject to draft June 30, 1899		6,021,192.56

Of the $47,623,700.34 deposited on account of postal revenue, $30,376.39 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was $12,531.22.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE POSTAL SERVICE COMING UNDER THE THIRD ASSISTANT POSTMASTER-GENERAL.

The specific appropriations for the postal service coming under the control of this office during the year (see Table No. 2) amounted to $1,265,300, and the expenditures out of these appropriations to $978,630.71, leaving an unexpended balance of $286,669.29. These figures do not comprehend expenditures for special-delivery business, which amounted to $415,994.02, because no specific appropriation is made therefor, the law simply authorizing these expenditures, whatever they may amount to, to be paid out of the receipts of the special delivery system.

There is a reduction of the expenditures for the year (shown in Table No. 4) of $248,705.35, or 20.26 per cent, as compared with the year ending June 30, 1898, which deserves special mention. Two hundred and forty-eight thousand one hundred and twenty-eight dollars and sixty-nine cents of this reduction represents the saving by the contracts for stamped envelopes and newspaper wrappers, for registered package, tag, official and dead-letter envelopes, and for postal cards.

There are unexpended balances in every item of the appropriations save that for the manufacture of postage stamps. For this item the entire amount appropriated was used, and additional stamps manufactured at a cost of $2,273.37, which amount will be certified to Congress in the usual way for a deficiency appropriation.

The increase of expenditures for special-delivery business was $45,610.46, or 12.3 per cent.

The estimates of appropriations for the service coming under control of this office during the coming fiscal year, ending June 30, 1901, amount to $1,125,100, which is $58,200 less than the appropriations for the current year. Details of these estimates will be found in Table No. 1 in this report.

FINANCE DIVISION.

The operations of this division during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 145,945, requiring the recording, drawing, and mailing of the same number of warrants. The total amount covered by these warrants was $46,659,562.79; the number of drafts drawn on account of balances

due present and late postmasters was 3,930, amounting to $1,467,251.94, making a total amount covered by warrants and drafts of $48,126,814.73. The number of new contracts for mail service received, examined, and entered in books kept in this division was 7,554, and the number of orders of the Postmaster-General affecting the mail service entered in ledgers was 35,603.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 54 designated national-bank depositories, comprehending financial transactions aggregating $56,423,279.64.

Accounts were also kept with the Treasurer and assistant treasurers and with all these designated depositories.

About 22,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances.

The number of letters written on subjects pertaining to the different branches of work assigned to the division was 3,037, and the number of cases for investigation of the accounts of present and late postmasters made up and placed in the hands of the Fourth Assistant Postmaster-General (division of mail depredations and post-office inspectors) was 248.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government; from collections made by the chief post-office inspector on account of defaulting postmasters and the recovery of postal remittances lost in transit; from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations amounted to $99,493.34, the disposition of which was as follows:

Amount received	$99,493.34
Amount deposited with the Treasurer of the United States at Washington, D. C.	30,855.53
Amount deposited with the assistant treasurer of the United States at New York, N. Y.	67,146.70
Amount returned to remitters	315.25
Amount used in the purchase of stamps, stamped envelopes, and postal cards, which were sent to the persons ordering them	1,175.86
Total	99,493.34

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, aggregated $13,115.83.

This money was disposed of as follows:

Amount received	$13,115.83
Amount in current funds deposited in the Treasury at Washington, D. C.	12,886.41
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York and deposited with the assistant treasurer at New York	218.34
Total amount deposited	13,104.75
Amount of loss sustained in the sale of uncurrent funds, from counterfeits, and from mutilated minor coin	11.08
Total	13,115.83

SPECIAL-DELIVERY SYSTEM.

The following statistics show the business transacted under the special-delivery system during the year:

Number of pieces of mail matter received for special delivery at all the letter-carrier offices, 4,551,672, of which 3,628,393, or 79.7 per cent, were transmitted through the mails from one post-office to another, and 923,279, or 20.3 per cent, were local or drop letters.

There were 2,006 messengers employed at these offices during the year. The average time required in making delivery was sixteen minutes.

From the report of the Auditor for the Post-Office Department it appears that the total number of pieces of special-delivery matter on which fees were paid was 5,199,925, which, being about 95 per cent of the entire number received for delivery, leaves 273,680 as the number delivered by salaried employees, to whom no fees were paid, together with the number that it was found impossible to specially deliver, making the aggregate number of pieces of special-delivery matter transmitted in the whole country 5,473,605. This shows an increase of 12.3 per cent over the previous year's business.

The value of the special-delivery stamps used on this matter amounted to $547,360.50, and the amount paid for making deliveries was $415,994.02, leaving a profit to the Government on the year's business, after deducting $623.99 as the cost of manufacturing the stamps, of $130,742.49.

The increase of special-delivery business since the advent of the system in 1886 is as follows:

Increase in—	Per cent.	Increase in—	Per cent.
1887	24	1894	1.8
1888	17.7	1895	7.6
1889	11.9	1896	13.1
1890	10.2	1897	4.7
1891	23.2	1898	11
1892	21.4	1899	12.3
1893	21.9		

Special-delivery statistics for all the free-delivery post-offices for the year will be found in Table No. 16 in this report.

THE STAMP DIVISION.

During the year the total number of pieces of stamped paper issued to postmasters through the agency of this division was 4,917,269,025, in value $90,151,659.71, a net increase over the issue of the previous year of 302,742,935, or 6.56 per cent in number, and $2,839,349.34, or 3.25 per cent in value. In detail these issues and their comparative volume and value with those of the previous year are found in tables numbered 6, 7, and 8 of this report.

VALUE OF STAMPED ENVELOPES OVER THEIR COST.

The gross selling value of stamped envelopes and newspaper wrappers issued was $12,598,602.21, and their postage value was $11,681,092.50, leaving $917,509.71 as the cost of their manufacture and distribution. The contract cost was $536,155.79, after having deducted $8.91 for

envelopes misprinted or otherwise imperfect, leaving $381,353.92 to defray the expense of distribution, in contrast with $309,310.93 for the previous year.

OTHER ISSUES THROUGH THE STAMP DIVISION.

There were issued during the year 87,619,200 unstamped envelopes for official use. Of these, 1,044,100 were registered package envelopes No. 8, large size; 11,837,400 were No. 7, small size; 974,200 were No. 9 tag envelopes for registered parcels; and the remaining 73,763,500 were envelopes of the "penalty" class, used for carrying communications for the Department, postmasters, and other employees.

The lower percentage of increase in the volume and value of stamped paper issued, as compared with previous years, is traceable, in a degree, to the discontinuance of the use of newspaper and periodical stamps on June 30, 1898. During the year then closed there had been 5,207,120 of those stamps issued, and their value was $3,119,864. Within the same period the collection of postage on the matter for which they were used amounted to $3,361,263.38, and this sum has increased 4.73 per cent in the fiscal year just closed, against 100 per cent decrease in newspaper and periodical stamps issued in the same period.

A new source of income has, however, arisen in this connection. My predecessor directed the distribution to the 176 first-class post-offices of 50,000 sets of the obsolete newspaper and periodical stamps of the 1895 series, to be sold as souvenirs at $5 per set, and the Department realized $117,175 on this account during the last five months of the fiscal year.

STAMPED LETTER SHEETS.

The manufacture and issue of the letter sheets, as stated in earlier reports, ceased some years ago, and the remaining stock is concentrated at Chicago, Cincinnati, Denver, New Orleans, St. Louis, and San Francisco, where 20,442 were sold, 6,722 less than the previous year.

REQUISITIONS FILLED.

The number of requisitions filled during the year is a follows:

Articles.	1898.	1899.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	221,874	214,975		6,899	3.10
Ordinary, trans-Mississippi series	2,852	10,446	7,594		266.37
Postage-due	23,363	14,412		8,951	38.31
Newspaper and periodical	14,827	176		14,651	98.81
Envelopes:					
Ordinary stamped	89,946	87,059		2,887	3.20
Special-request	215,278	223,438	8,160		3.79
Registered-package	51,099	55,830	4,731		9.25
Registered-tag	10,029	10,455	426		4.24
Penalty	56,907	55,900		1,007	1.76
Postal cards	86,019	87,106	1,087		1.26
Newspaper and periodical receipt books	3,809			3,809	100.00
Total	776,003	759,797	21,998	34,395	2.08

The decrease in requisitions for ordinary and postage-due stamps and ordinary stamped envelopes results from instructions to postmasters to order in larger quantities, and consequently less frequently.

PARCELS SENT.

The number of parcels in which the foregoing supplies were packed and mailed is as follows:

Articles.	1898.	1899.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	230,889	224,196		6,693	2.89
Ordinary, trans-Mississippi series	3,000	11,561	8,561		285.36
Postage-due	23,384	14,427		8,957	38.30
Newspaper and periodical	14,827	176		14,651	98.81
Envelopes:					
Ordinary stamped	126,247	113,065		13,182	10.44
Special-request	168,588	175,430	6,842		4.05
Registered-package	53,338	56,880	3,542		6.64
Registry-tag	9,982	10,989	1,007		10.08
Penalty	91,656	86,797		4,859	5.30
Postal cards	118,203	114,547		3,656	3.09
Newspaper and periodical receipt books	3,809			3,809	100.00
Total	843,923	808,068	19,952	55,807	4.24

Postal cards, in addition to those mentioned above, were sent from the main agency at Piedmont, W. Va., to postmasters by freight, to the extent of 573,925,750 cards, weighing 4,206,417 pounds—143 carloads. About one-third of all postal cards issued to postmasters were so delivered direct from the main agency.

ISSUE OF POSTAL CARDS.

The number of postal cards issued to postmasters from the agency at the place of manufacture, and from the several subagencies, is as follows:

Kind.	Main agency at Piedmont.	Troy subagency.	Cincinnati subagency.	St. Louis subagency.	Washington subagency.	Total.
A		106,500	213,500	298,000	110,000	728,000
C					5,000	5,000
D	360,750	1,783,750	1,158,750	1,824,000	814,500	5,941,750
E	70,000	217,550	19,350	157,600	76,900	541,400
F		1,250	250	1,250	6,250	9,000
G			210,000	260,000		470,000
H	195,700,000	68,371,000	100,613,000	118,867,000	81,870,000	565,421,000
K	95,000	106,500	99,500	68,500	148,500	518,000
Total	196,225,750	70,586,550	102,314,350	121,476,350	83,031,150	573,634,150

NEW TERRITORY—SUPPLIES.

The acquisitions beyond sea have entailed, as to Spanish territory, the use of stamped paper of the United States which has been supplied to Cuba, Porto Rico, the Philippines, and Guam, with the names of each of those appanages overprinted, the cost to be paid from their revenues.

The number and denominations of stamps thus supplied this fiscal year are as follows:

Denomination.	Cuba, ordinary.	Porto Rico.		Philippines, ordinary.	Guam, ordinary.
		Ordinary.	Postage due.		
	Number.	*Number.*	*Number.*	*Number.*	*Number.*
1-cent	4,000,000	1,000,000	25,000	1,000,000	10,000
2-cent	4,000,000	2,000,000	25,000	2,000,000	30,000
2.5-cent	2,000,000				
3-cent	4,000,000			500,000	
5-cent	4,000,000	500,000		500,000	5,000
8-cent		25,000			
10-cent	400,000	500,000	5,000	500,000	
10-cent special delivery	20,000				
15-cent				150,000	
50-cent				50,000	
Total	18,420,000	4,025,000	55,000	4,700,000	45,000

Cuba, Porto Rico, and the Philippines have, since the fiscal year expired, been supplied with postage-due stamps, over-printed. No new design for that stamp has been made. Guam has received no postage-due stamps.

Before the expiration of the fiscal year original designs had been accepted for Cuban stamps in the 1, 2, 3, 5, 10, and 10-cent special-delivery stamps. These stamps have since been supplied and are now in use there.

DESCRIPTION.

The colors are those of the United States stamps of the same denominations, except the special-delivery stamp, which is in orange. The first five are $\frac{3}{4}$ by $\frac{13}{16}$ inch and the special delivery is $\frac{13}{16}$ by $1\frac{7}{16}$ inch in dimensions. The illustrations are, for the—

1-cent (1 centavo), full-length erect figure of Columbus.
2-cent (2 centavos), group of palms.
3-cent (3 centavos), sitting figure of "La Cubana."
5-cent (5 centavos), steamship approaching.
10-cent (10 centavos), plantation; plowing in foreground.
10-cent special delivery, boy on bicycle.

The denominations are indicated in Arabic numerals at each lower corner in centavos, except on the 5-cent, on which it appears only in the left lower corner, and the special-delivery, upon which it is shown on each side of the central figure. The word "Cuba" appears at the top of each, and, except on the special-delivery stamp, it is curved upward in the middle; on the latter it appears in a straight line. The letters and numerals are in white, except the word "Cuba" on the 5-cent, which takes the blue color of the stamp on a white ground. The word "Cuba" is in capitals, except on the special-delivery, in which the initial letter only is capitalized. Encircling the medallion, and repeated on the right and left on the special-delivery stamp, are the words "Diez Centavos," and beneath, in two straight lines, is the inscription:

.....Asegura entrega inmediata al.....
llegar á la administración de destino.

(On the first issue of these stamps the word "inmediata" is spelled "immediata.")

Within the fiscal year, and since the postal service of Cuba has been withdrawn from the supervision of the New York postmaster, who,

for a few months after the first occupation by United States troops exercised control and supplied stamped paper, there have been sent to the director-general 10,000 each of ordinary stamped envelopes No. 5, second-quality, 1-cent; No. 5, second-quality, 2-cent, and No. 13, second-quality, 1-cent, overprinted; and later, but not within the fiscal year, 600,000 ordinary stamped envelopes of the 1, 2, and 5 cent denominations in the new designs of stamps. There were also furnished in February, 1899, 581,750 E and 1,003,000 H postal cards, overprinted "Cuba," for which the director-general paid the contractor for this Department.

Porto Rico was furnished with 100,000 No. 5, first-quality, 2-cent and 10,000 No. 5, first-quality, 5-cent ordinary stamped envelopes, and 5,000 No. 12 1-cent newspaper wrappers within the fiscal year, and since that time 10,000 more 1-cent wrappers. Five hundred No. 5, first-quality, 2-cent special-request envelopes were also sent during the year, and 500 more since its expiration.

No postal cards were supplied Porto Rico during the fiscal year, but 10,000 H cards, overprinted "Porto Rico," were sent the director-general on September 21 last.

No stamped envelopes were sent to the Philippines until August last, when 50,000 No. 5 first quality 2-cent and 50,000 No. 12 1-cent ordinary stamped envelopes were supplied.

Official envelopes for their needs have been supplied Cuba, Porto Rico, and the Philippines. The two former have paid, or will pay, out of their revenues for those furnished.

Capt. Richard P. Leary, of the Navy, in charge of postal affairs in Guam, has required only the ordinary stamps.

1894 SERIES ORDINARY POSTAGE STAMPS—COLORS.

Since the last report the colors selected for the 4, 6, 10, and 15 cent stamps have gone into use, and the entire series is complete as then proposed. The colors printed in italics were retired on the date given as to each denomination in the line next below in roman:

Ordinary postage stamps.

Denomination.	Face.	Color.	Date of issue.	On water-marked paper after—
1-cent	*Franklin*	*Blue*	*Oct. 10, 1894*	*Apr. 29, 1895*
1-cent	Franklin	Green	Jan. 17, 1898	Jan. 17, 1898
2-cent	Washington	Carmine	Oct. 5, 1894	May 2, 1895
3-cent	Jackson	Purple	Sept. 24, 1894	Oct. 31, 1895
4-cent	*Lincoln*	*Velvet brown*	*Sept. 11, 1894*	*June 5, 1895*
4-cent	Lincoln	Red-brown	Oct. 7, 1898	Oct. 7, 1898
5-cent	*Grant*	*Light brown*	*Sept. 28, 1894*	*June 11, 1895*
5-cent	Grant	Blue	Mar. 8, 1898	Mar. 8, 1898
6-cent	*Garfield*	*Light maroon*	*July 18, 1894*	*Aug. 31, 1895*
6-cent	Garfield	Magenta	Dec. 31, 1898	Dec. 31, 1898
8-cent	Sherman	Lilac	Mar. 25, 1895	July 22, 1895
10-cent	*Webster*	*Milori-green*	*Sept. 17, 1894*	*June 7, 1895*
10-cent	Webster	Light brown	Nov. 11, 1898	Nov. 11, 1898
10-cent	Special-delivery messenger boy.	Blue	Oct. 10, 1894	Aug. 16, 1895
15-cent	*Clay*	*Deep blue*	*Oct. 15, 1894*	*Sept. 10, 1895*
15-cent	Clay	Olive green	Nov. 30, 1898	Nov. 30, 1898
50-cent	Jefferson	Orange	Nov. 1, 1894	Nov. 9, 1895
$1.00	Perry	Black	Nov. 15, 1894	Aug. 12, 1895
$2.00	Madison	Sapphire blue	Dec. 10, 1894	Aug. 13, 1895
$5.00	Marshall	Gray-green	do	Aug. 16, 1895

STAMPED ENVELOPES—COLORS.

Since January 1, 1899, the 1, 2, 4, and 5-cent stamped envelopes have been embossed with stamps in the colors of the ordinary adhesive stamps of the same denominations.

REDEMPTION DIVISION.

Claims for redemption of stamped paper received from postmasters during the year and their disposal are as follows:

	Regular.	Newspapers and periodicals.	Discount.	Totals.
Claims presented	14,612	8,622	28,116	51,350
Claims allowed	13,566	8,622	28,116	50,304
Claims rejected				1,046
Value of redemptions	$394,914.66	$426,584.63	$43,668.49	$865,167.78
Increase of cases this year				39,337
Increase in value				$630,919.77
Increase in regular cases	2,609			
Increase in value of regular cases				$160,666.65

NEW CONTRACTS.

New contracts have been entered into for supplying registered-package, tag, official, and dead-letter envelopes, and also for furnishing envelopes for the use of the several Executive Departments during the year ending June 30, 1900, the former at practically the same prices as those of the previous year, and the latter, I regret to say, at a somewhat advanced cost.

I am satisfied that it would be to the advantage of the Government to have these contracts made for four years instead of one year, and recommend that Congress be asked to authorize such a change.

CLASSIFICATION DIVISION.

There were received in this division during the year 5,552 applications for entry of newspapers and other periodical publications as second-class matter, of which 5,048 were accepted and 504 excluded.

Of the publications accepted, 3,486 were new, or in the first year of their issue, and 1,562 were old, reentered on account of change of name, office of publication, or some other valid reason.

In a large proportion of these cases inquiries involving extensive correspondence were made to prevent, if possible, improper admissions to the privileges of the second class of mail matter.

In addition to these applications, 5,469 original communications relating to other features of the classification of mail matter were received and given proper attention.

DISCONTINUANCE OF NEWSPAPER AND PERIODICAL STAMPS.

Under the act of June 13, 1898, the use of newspaper and periodical postage stamps was discontinued July 1, 1898. Instead of affixing stamps to the stubs of receipts issued by postmasters to publishers—which were formerly accounted for as stamps sold—the postage has been collected in money and accounted for in the "Postmaster's quarterly

postal account" as "Postage collected on second-class matter," while the stubs of the receipts have been sent to the Department for comparison with the "statements" of such postage collected.

When these were compared, and corrected if found inaccurate, the proper amounts were certified to the Auditor.

The number of quarterly statements so verified and certified to the Auditor was 34,090, which were received from 9,397 post-offices at which second-class matter was mailed in bulk during the year—an increase of 19 post-offices.

WEIGHT OF MATTER MAILED AT POUND RATE AND POSTAGE COLLECTED THEREON.

The weight of second-class matter mailed upon which postage was collected at the pound rate was 352,703,226 pounds, and the amount of postage thereon was $3,527,032.26—an increase in weight of 16,576,888 pounds and $165,768.88 in amount of postage collected, or 4.93 per cent over the previous year.

Estimating, as heretofore, that 15 per cent of all second-class matter is sent free of postage within the respective counties of publication, the number of pounds of such matter may be placed at 62,241,746. Adding this to the number of pounds upon which postage was paid makes the total weight of said matter mailed 414,944,972 pounds, or over 207,472 tons.

From the comparative statement of postage collected at the larger post-offices (Table 12) it appears that 2 offices, New York and Chicago, mail 35 per cent of the second-class matter; that 5 offices, New York, Chicago, St. Louis, Boston, and Philadelphia, mail 50 per cent; 25 offices 75 per cent and 34 offices 79 per cent, leaving but 21 per cent as the total mailing at the other 9,363 offices.

THIRD-CLASS POSTAGE COLLECTED ON MATTER IMPROPERLY MAILED AT THE POUND RATE.

The amount of postage collected during the year on matter of a higher class improperly mailed with or as second-class matter is $6,484.07.

CLASSIFICATION OF MAIL MATTER.

FULL PREPAYMENT ON LETTERS.

The Department is in receipt of numerous reports from postmasters at delivering offices showing that overweight first-class matter is constantly being dispatched from mailing offices without due postage rated thereon as required by law.

There appears to be a remarkable tendency on the part of postmasters to neglect or overlook this plain duty. If the same degree of laxity exists at the delivering offices there is a very great loss of revenue. My predecessor discussed this question at length, and recommended a change of law so as to require full prepayment on first-class matter, as is now done in case of all other classes. No loss of revenue can occur in connection with the mailing and delivery of second, third, and fourth class matter, because full prepayment thereon is now required at the mailing office; but there is no doubt that the Depart-

ment has for years been suffering a heavy loss from failure to rate up postage on first-class matter not fully prepaid before dispatch. This is due to the liberality of the law, which requires dispatch on payment of one full rate, with the due postage rated thereon, to be collected by the delivering postmaster of the addressee.

Conditions have changed since the law of 1872, which provided for this forwarding without full prepayment, was enacted. Then the unit of weight of first-class matter was half an ounce. Now the unit of weight is an ounce, and there is far less reason for dispatching without full prepayment than existed under the previous unit of weight. The percentage of letters which overweigh 1 ounce is small compared with the whole, and if the rule requiring full prepayment were again in force no very considerable number of people would be inconvenienced, while the loss to the Department would be prevented.

Another reason for this change is found in the fact that fourth-class postmasters find under the existing rule a means of increasing their compensation unlawfully, and the practice is within the knowledge of the Department, but the means of effectual correction do not exist. By prearrangement a postmaster at a small office will order merchandise, which he may intend to sell over his counter, sent to him in a sealed package, on which one full rate—2 cents—is prepaid. Postage-due stamps to cover the deficiency are then attached, and he credits himself with commissions on their cancellation, under the existing rules for compensating postmasters of that class.

It is my opinion that a change in the present law is desirable. If it be not practicable as to letters, at least the forwarding of overweight matter should be confined to letters in their usual and ordinary form, excluding all packets, which will prevent the unlawful practice above recited.

ONE-CENT RATE FOR DROP LETTERS.

There is some demand for a 1-cent rate on drop letters deposited in letter-carrier offices for delivery through boxes in those offices. As no more service is required for such letters than when deposited in the offices where free delivery has not been established, I favor the proposition.

SECOND-CLASS MATTER.

The abuse of the pound-rate privilege for second-class publications has been recognized for years. Attention has been called to it by my predecessors in numerous reports, and the avenues pointed out through which the abuse is accomplished. Suggestions have been made, but they have not met with sufficient favor to secure legislative action.

Briefly stated these avenues are principally sample copies, political and other bulk subscriptions, book serials or libraries, and premiums for subscriptions.

Sample copies.—The law places no restriction on the number of sample copies that may be sent, except inferentially through the proviso of paragraph 4, section 277 of the Postal Laws and Regulations, which denies the privileges of second-class matter to "regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates," and it is only when the fact is established that the copies are sent for other purposes than to secure

subscriptions, or largely in excess of the number of actual subscribers, that the mailing of "sample copies" brings a publication within the purview of this proviso.

Much latitude is necessarily allowed for sample copies of new publications, and only the utmost vigilance on the part of postmasters at the mailing offices can restrain the tendency to overstep the limits contemplated by law. Even then it is frequently impossible to determine the facts and exercise the proper restraining power.

Bulk subscriptions.—Political and other bulk subscriptions, through which vast quantities of matter are mailed at the pound rate or free of postage within the county of publication to non-subscribers, is a flagrant abuse of the spirit of the law. The right of a person to cause a periodical to be sent to a friend is unquestioned, but any attempt by the Department to prevent the application of that principle to bulk subscriptions by interested parties is tenaciously resisted, and the right to exercise a restraint seriously questioned.

Book serials.—The admission of "book serials" or libraries to the pound rate is based upon an opinion of an Attorney-General of the United States. But notwithstanding that opinion the Department has held for years that such books are not properly second class. Nominally they comply with the conditions for admission, but in fact they are books and should be classed as other books—third-class matter. This subject has been so thoroughly discussed in former reports that nothing remains to be said other than to invite attention to the fact that large quantities of this matter are still passing in the mails, and the bulk is constantly on the increase.

Premiums to subscribers.—In my judgment, the most serious phase of this question of the abuse of the law of second-class matter is to be found in the offers of premiums to subscribers. The effort to secure a large circulation, in order to obtain profitable advertising, has stimulated the ingenuity of the publishers so that the receipts from subscriptions frequently cut but a small figure in their calculations.

By offering premiums that appeal to the cupidity of the public actual subscriptions are obtained in large numbers in many cases, especially where a low-priced publication is furnished, for which the subscriber cares nothing, and which he sometimes experiences difficulty in having discontinued. The sole purpose is large circulation so as to command a profitable price for advertising.

In some cases the publication may have merit, but the fact that the publisher deals in articles offered as premiums, or advertises them for sale, makes the primary purpose of the publication questionable.

The offer of premiums is very general, and unless there is a claim in the publication that the article equals or exceeds in value the subscription price, it is impracticable to prove that such a publication is not circulated at a profit from the subscriptions, though such may be the fact. Every day brings to light some new device by which subscriptions may be obtained by premium offers, and so long as they are allowable I see little prospect of restricting the circulation of periodical publications to the bounds believed to have been contemplated by law.

This plan of securing subscribers is now so common that we appear to be on the road to practically "free circulation or circulation at nominal rates." With the increase of the amount of such matter carried in the mails there must be an increased disparity between the

amount of postage collected and the cost of transportation and handling. It has been suggested that a way to reduce the disparity is to increase the pound rate of postage—say, to 2 or 3 cents. If this were done, many of the restrictions as to the admission of regular periodical publications to the second class might be removed, and the sanction of law extended to publications now nominally complying with the existing law, but believed to be enjoying its privileges improperly.

While 2 or 3 cents a pound would not meet fully the expense of handling pound-rate second-class matter, it would double or treble the present revenue—provided there is no reduction in the amount mailed—and this would go far toward extinguishing the annual deficit.

The 4-ounce rate.—It is suggested that the law giving the 4-ounce rate to the public on transient second-class matter (sec. 302, Postal Laws and Regulations) is more liberal than that enjoyed by publishers at letter-carrier offices on copies of their own publications when mailed to be delivered by the local carriers. I would recommend the modification of section 304, Postal Laws and Regulations, so as to give publishers an equal privilege with the public, and make a uniform 4-ounce rate to apply to periodical publications mailed at letter-carrier offices for local delivery.

THIRD-CLASS MATTER.

This class of mail matter has been the subject of very many rulings, and I deem it proper to enter into a somewhat detailed statement in order to make clear the effect of the modifications of the regulations and the late rulings of this Bureau.

The statutory definition of third-class matter is as follows:

> That mail matter of the third class shall embrace books, transient newspapers, and periodicals, circulars, and other matter wholly in print (not included in section twelve), proof sheets, corrected proof sheets, and manuscript copy accompanying the same. (Act of March 3, 1879.)

Seeds, cuttings, roots, scions, and plants (act of July 24, 1888, sec. 313 P. L. & R.), together with unsealed (point print) correspondence of the blind (act of March 2, 1899), are mailable at the third-class rate.

Transient newspapers and periodicals were taken out of the third class and given a special rate—1 cent for each 4 ounces—by the act of June 9, 1884 (sec. 302, P. L. & R.).

The act of March 3, 1879, provides:

> That printed matter within the intendment of this act is defined to be the reproduction upon paper, by any process except that of handwriting, of any words, letters, characters, figures, or images, or any combination thereof, not having the character of an actual and personal correspondence. (Sec. 315, P. L. & R.)

Under this act it has been held that "reproductions from originals not in the nature of personal correspondence, made by the electric pen, papyrograph, metallograph, chirograph, or other similar mechanical processes, easy of recognition, * * * are within the definition of printed matter." (Par. 1, sec. 316, P. L. & R.)

Matter prepared by typewriter is inadmissible as third-class matter, and must be regarded as personal correspondence. "Circulars and other matter printed in imitation of typewriting may, however, be admitted as third-class matter when not in the nature of personal correspondence, and easily distinguishable from actual typewriting." (Par. 2, sec. 316, P. L. & R.)

As will be seen, two indefinite elements enter into the classification of reproductions and imitations of hand and type writing. They must not have "the character of an actual and personal correspondence" and must be "easy of recognition" as reproductions or imitations of originals, to be classed as printed matter and entitled to the third-class rate of postage.

While the law contemplates the possibility of "printed matter having the character of an actual and personal correspondence," liberal rulings as to what constitutes a "circular" made the fact of "printing" prima facie evidence that the communication did not "have the character of an actual and personal correspondence," and therefore the principal test in classifying such matter was its ease of recognition as a reproduction. At first it was not particularly difficult, but as improved methods in producing imitations and reproductions were discovered and adopted it became impossible, even for experts, to invariably distinguish reproductions from the originals. Such being the case, it necessarily followed that each postmaster was a law unto himself, and rulings numerous and conflicting were submitted to the Department, where it was found impossible, even after years of experience, to invariably decide correctly. It was then held that the reproduction must be easy of recognition as such by other than experts; but this created so much dissatisfaction that it was finally determined to adopt the rule that the presentation of twenty identical copies for mailing at the post-office windows would be accepted in lieu of the internal evidence prescribed for circulars, as de facto evidence that they were sent in identical terms to several persons, and therefore were "printed" matter, and entitled to the third-class rate of postage. Accordingly, section 316, Postal Laws and Regulations, was modified by Postmaster-General's Order No. 412. The change has relieved the Department of much embarrassment, and the labor of passing upon "reproductions" has been materially reduced.

Hand-stamped additions.—Hand-stamped additions to printed matter have been found very difficult to classify. While impressions made by the hand stamp have been conceded to be a kind of printing, the fact that they may be easily changed and are made by hand gives them also an affinity to handwriting, and in cases where impressions so made supplied information that would otherwise ordinarily be inserted with a pen it has quite uniformly been held that they were an equivalent to handwriting and subjected the matter so changed to postage at the first-class rate.

The classification of such matter depended largely on the determination whether the added matter was, in itself, a personal communication or converted the matter on which it was impressed into a personal communication.

The "internal evidence"—required in case of a circular letter—that the matter was sent "in identical terms to several persons" was lacking, and although such might not be the fact, it was held to be personal in its nature and subject to postage at the first-class rate.

Such rulings were frequently questioned by the public. That hand-stamping should be printing in one case and not in another was incomprehensible to the majority of people, and the ruling of the Department was deemed arbitrary and inconsistent.

After the adoption of the rule that reproductions of hand and typewritten matter were to be considered printed matter and mailable at

the third-class rate, if presented at the post-office windows in a minimum of twenty identical copies, it was thought the same rule might apply to hand-stamped matter and, although no formal order to that effect has been issued, this office has recently held accordingly in passing upon cases submitted.

The rule has worked admirably to the advantage of the public and the Department.

FOURTH-CLASS MATTER.

Fourth-class matter is frequently designated as "merchandise," but does not include all merchandise, neither is it confined to merchandise only. The law includes in the fourth class all matter not within the statutory definitions of the first, second, and third classes.

All articles produced from paper are fourth-class matter, unless they bear sufficient printing to allow their being classed as printed matter.

Until two or three years ago there was no general rule for the classification of partially printed paper. Each case was to be decided on its own merits, and the classification depended on the judgment or discretion of the postal employee through whose hands it might pass when mailed.

Of late it has been held that where the print exceeds the blank paper it is third-class matter, and where the print is less than the blank paper it is fourth-class matter.

The difficulties attending the proper separation and classification of matter of the third and fourth classes and the annoyance to the public as well as the postal service, has suggested the query whether it would not be advisable to consolidate the classes and allow all to pass at the third-class rate of postage.

It appears from estimates based upon a weighing and counting of mail matter made in 1890 that there was transmitted in the mails during the last fiscal year, as follows:

Number of pieces of third-class matter	747,695,000
Number of pieces of fourth-class matter, not including seeds	59,894.970

From the foregoing it will be seen that there were over twelve times as many pieces of third as of fourth class matter.

The estimated weight of the fourth-class matter is 18,342,833 pounds, or 9,171 tons.

Estimated average weight of each piece of fourth-class matter, ounces	4.9
Average postage on each piece, at 1 cent an ounce or fraction thereof	$0.05
Average postage on each piece, if charged at the third-class rate, 1 cent for each 2 ounces	.03
Estimated amount of postage collected on matter mailed at the fourth-class rate during the last fiscal year	2,994,748.50
Estimated amount of postage that would have been collected thereon if mailed at third-class rate	1,796,849.10
Loss of revenue if mailed at the third-class rate	1,197,899.40
Estimated amount of postage collected on third-class matter during the last year, based on the average per piece in 1890, 1.35 cents a piece	10,093,882.50
Estimated amount of prepaid postage collected on all classes of matter during the last fiscal year	90,607,686.27

It will be noted that about one-ninth of the postage is collected on third-class matter and only about one-thirtieth on fourth-class matter. If the latter were mailed at the third-class rate, the loss of revenue would be 1.3 per cent of the total collected.

Referring to the weight of fourth-class matter handled during the year, we see that it only amounts to 9,171 tons. Were this weight doubled, as may easily be assumed would be the case if the rate be reduced, it would scarcely make an appreciable difference in the cost of transportation and handling, while the increase in amount mailed would make good the deficit in postage.

That the reduction in rate of postage would increase the amount of such matter mailed; that the apparent deficit in revenue would be more than extinguished; that the measure would meet with public approval, and that existing difficulties in classification would be obviated, to the great satisfaction of the patrons of the mails, as well as the relief of postal officials, can scarcely be questioned.

A further argument for the reduction of the rate on fourth-class matter is found in the parcels-post rates. We now transport a pound of merchandise from San Francisco to Germany for 12 cents, but the same package mailed for delivery in the United States will require 16 cents postage. Again, samples of merchandise may be sent in Postal Union mails at the rate of 2 ounces for 1 cent, but when sent in the domestic mails 1 cent per ounce (double the foreign rate) is required. I recommend the consolidation of the third and fourth classes of mail matter as serving the public interest and convenience and greatly in the direction of facilitating the work of the Department.

INCREASE THE LIMIT OF WEIGHT OF MAIL MATTER.

It has been suggested that the limit of weight of mail matter (4 pounds) might be increased to, say, 6 pounds. The argument is found also in the parcels-post arrangements. In many cases packages weighing as high as 11 pounds may be sent by parcels-post. A reduction of the rate on fourth-class matter by a consolidation of the third and fourth classes, accompanied by an increased limit of weight, would be a great benefit to the public; but the proposition is open to the criticism that the Department would be going too extensively into the freight-carrying business.

DIVISION OF REGISTRATION.

Statistics of the registry business transacted at all the post-offices during the year are given in the following statement:

Domestic letters registered	10,593,727
Domestic parcels registered	1,644,857
Letters for foreign destinations registered	1,034,927
Parcels for foreign destinations registered	137,573
Total paid registrations	13,411,084
Pieces of mail matter registered free	2,674,938
Total registrations, paid and free	16,086,022
Amount collected for registry fees	$1,072,886.72

As compared with the business done in 1898, these figures show an increase in the number of domestic registrations of 817,594, and in the number of registrations of articles addressed to foreign countries of 115,992, or an increase in the total of paid registrations of 933,586, and in the amount collected for registry fees of $74,686.88, or 7.48 per cent.

For the first time in the history of the registry service the receipts on account of registry fees reach the million-dollar mark and pass it.

It will be noted that there is a gratifying decrease in the number of pieces of matter registered free during the year, amounting to 447,784 pieces. This is due in large part to the commendable action of the Auditor for the Post-Office Department, who directed postmasters not to register their quarterly account and money-order statements which were transmitted to his office, and in part to the action of this office in forbidding the transmission in the registered mails of the large number of newspaper and periodical stubs which were sent in by postmasters at whose offices pound rate second-class mail matter was posted.

Similar action on the part of the other executive departments in forbidding the free registration of mail matter that can quite as well be sent in the ordinary mails would still further reduce these free registrations and the needless expense to the Department that results from them.

The law gives these departments and their bureaus the right to have valuable matter mailed by them registered free at the post-office in the city of Washington, but I regret to say that in many of them the privilege is abused by the registration of matter that is not valuable within the meaning of the statutes.

LOSSES.

The chief post-office inspector reports that during the year his office received 7,034 complaints relating to registered matter originating at and addressed to post-offices in the United States.

Of this number 5,183 were fully investigated, leaving 1,851 outstanding at the close of the year.

Of the 5,183 cases investigated only 1,763 were found to involve actual losses, which may be classified as follows:

Losses chargeable to burning and wrecking of post-offices, postal cars, and steamboats, and to minor unavoidable accidents	1,035
Losses chargeable to depredations by postal officials	154
Losses through postal employees from causes other than theft	185
Losses resulting from depredations by outside parties	205
Losses the responsibility for which could not be fixed	184
Total	1,763

Of the foregoing cases recoveries were made and the values of the lost articles restored to the owners as follows:

Through the office of the Chief Post-office Inspector	184
Through the Dead-Letter Office	24
Through outside parties and direct to losers	1,104
Total recoveries	1,312
Cases in which recovery was impossible	451
Aggregate as above	1,763

Assuming that this proportion will be the same in the cases yet to be investigated, the number of irrecoverable losses will reach 612, or 1 in every 26,284 pieces registered.

Of the 451 cases of irrecoverable loss 51 involved official matter exclusively, such as postage stamps and stamped paper dispatched to postmasters, so that it will be seen that the public really suffered but 400 losses, or at the rate of 1 in every 29,679 pieces registered. Of the 400 pieces lost 78 were unsealed parcels other than letters.

This material decrease in the number of actual losses sustained by

the public, despite the increase of nearly a million in the registrations of paid matter, is testimony of the strongest character of the integrity, efficiency, and safety of the registry service.

REGISTERED POUCH, INNER SACK, AND BRASS LOCK EXCHANGES.

Although the information has been repeated from year to year concerning the character of registered pouch, inner sack, and brass-lock pouch exchanges, it is perhaps desirable to again give it lest this branch of the service be not fully understood.

Wherever the quantity of registered mail passing between given points warrants it, an exchange of registered pouches, inner sacks, or brass-lock pouches is put in operation. The registered pouches and inner sacks are dispatched under seal of rotary or "tell-tale" locks, and are receipted for at every point of exchange or transfer under their lock serial and rotary numbers by every person into whose custody they are committed from the dispatching office to destination.

The number of dispatches in both directions made in each exchange varies with the quantity of the matter to be dispatched, and the number in some of the exchanges reaches as high as five dispatches a day in each direction.

The registered-pouch and inner-sack service is employed where all or a portion of the route traversed is covered by railroads carrying postal clerks, while the brass-lock pouch exchanges are confined almost entirely to star routes and between smaller offices.

The number of each kind of exchange appears in the following table:

Registered-pouch exchanges	451
Inner registered sack exchanges	584
Brass-lock pouch exchanges	321
Total	1,356

In a subsequent part of this report are three tables giving important registry statistics for the year. The first, Table No. 13, shows the registrations in detail in each of the States and Territories, the total in each, with total in all, and percentage of increase or decrease, the total amount of fees collected, with the amount of increase and the percentage thereof; the second, Table No. 14, shows the registry statistics in greater detail for the thirty cities of the country doing the largest amount of registry business, and the third, Table No. 15, shows the number and value of the registered articles sent and received by the Treasury and Post-Office Departments.

A glance at Table No. 15, which is known in this office as "the table of values," will show that the values sent in the registered mails by and to the Post-Office Department and the Treasury Department during the year reached the almost incredible sum of $1,588,144,248.72.

With the exception of the stamped paper included in these figures, amounting to something less than $90,000,000, the rest of this enormous sum represents actual money values, such as currency, coin, gold and silver, bonds, and the like.

No figures have been furnished by the other Departments to show the money values of articles sent and received by them in the registered mails; and it is, of course, impossible to give even an approximate estimate of the money values sent and received in the registered mails by banks, trust companies, mercantile houses, and the public generally,

who, doubtless guided by the yearly statistics of the registry service, do not hesitate to freely patronize a system which the Government is willing to intrust with the transmission of upward of a billion of dollars, with apparently almost perfect security.

A comparison of the statistics for the country in general with those for the thirty leading cities shows that the increase in the registry service has been general throughout the country, the percentage for the thirty cities being 8.41, while for the entire country it is 7.48.

A general improvement in the safeguards of the service is also noticeable in the decrease in the number of losses. The decrease is marked in losses due to burning of post-offices, postal cars, and steamboats, all of them unavoidable so far as this service is concerned, and in the number of losses through the dishonesty of postal officials and employees.

The excellent condition of the registry service, as shown by the foregoing statements, is not in any sense due to chance, but to the untiring zeal and integrity of those postmasters and their employees who, appreciating its importance to the Government and to the public generally, have given it their best care and attention at all times, and to the registry division of this Department, small in numbers, yet none the less faithful, zealous, and efficient, which has the system under supervision; and it can be said without fear of contradiction that no private enterprise in the world ever conducted a business even approximating in the smallest degree the stupendous and important work of the registry service with so small, inexpensive, and underpaid a force as that which has charge of the registry system in this office.

Attention is also invited to the fact that the field work of the registry system has not received the consideration which is due to this important branch of the postal establishment. There is but one representative of the Department charged with the duty of visiting post-offices to inspect their registry work exclusively, correct evils, and perfect their system. How well he has done this duty the condition of the service in the large cities, to which his labors have necessarily been confined, must testify; but, except for an occasional visit from a general inspector investigating a loss, or charged with other business engrossing his attention, the registry service in the seventy-odd thousand smaller offices has been neglected, or at least deprived of the value of a personal inspection, and has been forced to rely upon written or printed instructions from the Department at Washington for its regulation and improvement.

It is my opinion that a corps of at least ten special agents or inspectors, under the control of the Third Assistant Postmaster-General, should be provided exclusively for registry work throughout the country, in order to bring the service up to the standard which ought to be maintained at all times to make good to the patrons to its fullest extent the guarantee of the safe transmission and correct delivery of their valuable mail matter. The tendency of the times is toward the specialist in every sphere of business life. The reason for it is obvious and applies just as forcibly to the needs of the registry system as to anything else.

A man can do so much, but no more, no matter how rigid the rules which govern his action. The force of general inspectors is limited, and the multifarious duties and demands upon the time of these inspectors in looking after the general needs of the service make it impossible

for them to thoroughly acquaint themselves with the special needs of the registry service and master the details of the great system upon which the Government relies for the safe carriage of its millions of money and the valuable mails of the public at large.

The work is far greater than is generally supposed. It is the work of the specialist who, unburdened with other duties, and trained and instructed in all the details of the service can carefully and intelligently correct existing evils, perfect deficient office systems, carry out reforms, and give to upward of seventy thousand smaller offices throughout the country a perfection of service which now must necessarily be confined to the few larger cities, where, with one man service, a standard has been attained that challenges admiration. The need of such a force is apparent and imperative; the values sent in the registered mails by the Government alone, as shown in part at least by the table of values in this report, would justify the expense of providing it, and those sent by the public at large seem to me in justice to demand it.

OPERATION OF THE REGISTRY INDEMNITY LAW.

The registered letter indemnity act of February 27, 1897, and the regulations of the Postmaster-General thereunder have now been in operation for an entire fiscal year.

Many questions of construction of the law and regulations have been settled, and in one very important case, involving many others of a similar class, an opinion was rendered by the Attorney-General of the United States.

Although the indemnity law and regulations were promptly published in the monthly supplement to the Postal Guide, the card posters advertising the new feature of the registry system could not be placed in post-offices until near the close of the calendar year, and it is presumably from the fact that the general public was not aware of the right to indemnity that but few claims were presented.

The number of applications approved was 22. Quite a large number of claims connected with robbery from a mail wagon are suspended awaiting a legal decision as to responsibility for the losses.

Many letters are sent in the registered mails, not because they contain money or precise values, but rather to obtain the legal proof of their delivery which the law makes of the card return receipt. While it is not probable that applications will ever be made in more than one-half of the unrecoverable cases, it is not safe to estimate for less than $6,000 for an annual registry indemnity fund, as an extraordinary fire in a large post-office or in a postal-car wreck might exhaust the appropriation.

All of the principal postal administrations have two systems of registry indemnity. The one for the loss of registered letters in the domestic mails is paid according to actual values lost, usually not exceeding 50 francs. The other system is for the loss of registered letters in the Postal Union mails, and for which the fixed indemnity of 50 francs is paid without reference to the fact that the lost letter may have contained nothing of value. No indemnity is paid for rifling, damage, or delays. The sending administration pays losses and collects from the administration responsible for them. All indemnity payments must be made in exact compliance with the several details relating to the subject in the Universal Postal Union Convention.

Before this country can avail itself of the reciprocal benefits of Postal Union indemnity, it will be necessary that Congress shall provide a separate fund for payments and shall grant the necessary authority empowering the Postmaster-General to notify, through the prescribed channels of communication, the postal administrations comprising the Postal Union, that in accordance with Article III of the Final Protocol of the Postal Union Convention, this country has provided by legislation for carrying out all articles of the convention relating to Postal Union indemnity for registry losses.

I suggest that a communication be addressed to Congress recommending the aforesaid necessary legislation.

RECORD OF IMPROVEMENTS FOR THE YEAR.

During the year the registry route book system has been placed in operation in post-offices and in all railway post-offices having terminals at Atlanta, Ga.; Milwaukee, Wis.; Portland, Oreg.; St. Paul, Minn.; Minneapolis, Minn.; Seattle, Wash.; Spokane, Wash.; Tacoma, Wash.; Wilmington, Del., and in certain railway post-offices having terminals at several other post-offices.

With this system there is a reciprocal exchange with postmasters and postal clerks of manifold descriptive lists of registered pieces delivered. At many points much labor in copying entries is saved.

The use of manifold registry witnessing books in mailing divisions of post-offices has been greatly extended during the year.

Foreign registry exchanges have been established between Skagway, Alaska, and Bennett, British Columbia; Skagway, Alaska, and Tagish Lake, British Columbia; Skagway, Alaska, and Atlin, British Columbia; Spokane, Wash., and Grand Forks, British Columbia; also registered pouch exchanges between the United States and the territory acquired in the war with Spain have been increased and the system perfected.

Detailed instructions were issued in December, 1898, to postmasters at exchange post-offices and to all other postmasters throughout the country, explaining and construing the provisions of the Postal Union Convention of Washington relating to registered matter for and from foreign countries.

A regulation has been promulgated by the Postmaster-General holding postmasters responsible for registry losses occurring by reason of admission to the mails of letters so enveloped as to be manifestly unfit for transportation.

Forty-nine important Presidential post-offices have been visited by an officer from this Bureau; irregularities corrected, special records introduced, and improvements made in their office system.

REGISTRY TELLTALE LOCKS OF IMPROVED DESIGN ARE NEEDED.

I renew the recommendation contained in my predecessor's last report, that competitive bids be invited for a new design of registration telltale lock. The values transmitted under the safeguard of such locks are enormous, and the best locks that can be obtained should be used.

REGISTRY IMPROVEMENTS AND EXTENSIONS SINCE THE CLOSE OF THE YEAR.

At this point I feel that I may with propriety refer to some of the improvements in and extensions of the registry service which have been made or are under contemplation since the close of the year covered by this report.

Shortly after assuming the duties of my office, it occurred to me that the opportunities for registering mail matter were too limited. At the largest offices, where perhaps the greater part of the registered matter is mailed, the hours for registry work extended as a rule from 8 a. m. until 6 p. m. These hours practically excluded from the benefits of the registry service the laboring classes, whose hours of employment generally extend from 7 a. m. to 6 p. m. I felt that this should be promptly remedied by making provision for the registration of mail matter at the large offices as long as their stamp windows were kept open, and thus not only accommodate the working people, but commercial travelers and other transients. Accordingly I issued, through the Daily Bulletin of the Department and the August supplement to the Postal Guide, a circular suggesting that, at the offices where the stamp windows were kept open outside the regular business hours, the stamp clerks be furnished with a book of registration receipts and be directed to register such matter as might be properly presented to them for that purpose. The suggestion was well received throughout the country, and now at many offices it is possible to register mail matter at any hour of the day or night, and at nearly every office where it can be done matter is registered early and late enough to accommodate all classes of postal patrons. Reports received from some of the postmasters indicate that the transient class and the working people, whose hours of labor begin early and end late, have been quick to note and avail themselves of the advantages of this arrangement, as is shown by substantial increases in the number of articles registered.

LETTER-CARRIER REGISTRATION.

Following the idea of extending the advantages of the service for the greater convenience of the public, the question of providing for the registration of mail matter by letter carriers at the houses of residents in the free-delivery cities received consideration; and at this time all the books and forms necessary therefor, together with the instructions, are in course of preparation, and it is hoped that the plan will be in operation about the 1st of January next.

Many obstacles to the success of this idea were advanced by the postmasters who were invited to criticise it, but the chief one, and really the only one of serious importance, was that it would give additional labor to the letter carrier, cause him to make overtime, and delay the service of the general mails. The rigid requirements of the eight-hour law, as it now exists, which forbid the employment of the carrier for more than eight hours in any one day, no matter what the exigencies of the service might be, made this obstacle for a time seem indeed a serious one; but happily the enterprise and ability of the postal establishment were equal, even superior, to the occasion, and the plan as now perfected will be operated without any perceptible tax upon the carrier's time and without any hardship to him.

Already the carrier delivers registered mail at the door of the addressee. The work of registering a letter will take less than half the time required for its delivery. Manifold receipts in triplicate, employed with a carbon process, will enable him to write the receipt in less than two minutes on an average. All superfluous labor has been saved him. His duty is confined simply to seeing that the letter bears name and address of sender, the address of the person for whom it is intended, and that either stamps enough to pay postage and fee are attached or the amount therefor is given him in money. All this can be done at a glance. He writes and delivers the receipt, at the same time by the manifolding process making his own and the post-office record, takes the letter, and goes on his way. Nothing more is to be done by him but to deliver the letter and money collected for postage and fee at the post-office or station to which he is attached and receive his receipt.

Estimates made for the thirty leading cities show that in nearly every case an average registration of one letter a day per carrier, for a year of 300 days, will cover more than the highest number of letters ever registered before. For the present, carriers will not be required to register anything but letters—i. e., matter prepaid at the letter rate of postage—nor will they be required to register even letters for large business houses or in business districts, at least until the postmaster, in the exercise of sound discretion, may find that it is practicable for them to do so. At most it is estimated that no carrier will be taxed for this work more than ten minutes a day.

The advantages of this service are not perceived at first thought, but when it is borne in mind that many thousands of letters containing money values are sent in the ordinary mail in the course of a year, which offer temptation to postal employees, can not be traced in the event of loss or miscarriage, and give rise to complaint and expensive investigations, often without satisfactory result, the wisdom of bringing the benefits of the registry service to the door of every resident can be appreciated. Under this plan the advantages of the service are open to the sick, the many who can not find the time to go to the post-office or station, and the stay-at-homes generally, who, otherwise would send their valuable letters in the ordinary mail.

It offers the means also of safely sending remittances for orders to merchants, for sending subscriptions to newspapers, magazines, and other periodicals, and for similar purposes.

Reports from nearly every postmaster who has been consulted upon the subject have been favorable to the idea and predict for it a full measure of success. If it were possible to amend the eight-hour law so as to make it more flexible, and while not exceeding the demands upon the carrier's time beyond what it now provides for, permit his employment for a longer period on those days when the exigencies of the service demand it, while shortening his hours on other days to compensate for the overtime, a change which I believe would be welcomed by every postmaster and by the carriers themselves, as well as the Department, I have no doubt that letter-carrier registration would be eminently successful without a cent of cost to the Government beyond that for books and forms needed in the service, and I incline to the belief that the additional revenue from increased registrations would fully pay all expenses and handsomely increase the receipts of the Department for registry fees besides.

REGISTRATION BY RURAL CARRIERS.

The extension of the rural free delivery service made it necessary to make some provision for the registration of mail matter on rural carrier routes. As is well known, the extension of that service naturally decreases the number of fourth-class post-offices and consequently the opportunities of the rural public for registering mail matter.

A plan to supply this need has been considered and adopted in connection with the plan of letter-carrier registration, and will be introduced about the same time. Under it the rural resident will find advantages far surpassing those which he formerly enjoyed, for he will not have to travel a mile or more to the post-office to have his letter or parcel registered, but, like his city neighbor, can have it attended to practically at his own door.

This plan will, of course, provide for the registration of all kinds of mailable matter. The rural carrier has ample facilities for caring for valuable parcels, which the letter carrier at present has not, and besides, the rural carrier service is not hampered by the eight-hour law as it now exists, like the letter carrier in the cities.

There is no reason why this branch of the service will not give ample satisfaction in all respects and be operated without any friction whatever.

NUMBER OF PIECES OF MATTER MAILED DURING THE YEAR.

The following table shows the estimated number of pieces of matter of the several classes mailed throughout the country during the year:

Letters and other matter sent at letter rates	2,917,000,000
Letters and other matter on official business, free	98,092,000
Total letters, paid and free	3,015,092,000
Postal cards	573,634,000
Newspapers and periodicals mailed by publishers and news agents, paid	1,447,013,000
Newspapers and periodicals mailed by publishers in the several counties of publication, free	622,417,000
Newspapers and periodicals mailed by others than publishers and news agents	104,286,000
Total second-class matter	2,173,716,000
Third-class matter—books, pamphlets, circulars, and miscellaneous printed articles	747,695,000
Fourth-class matter—parcels of merchandise, seeds, plants, etc	66,173,000
Grand total	6,576,310,000

DIVISION OF FILES AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,987,800, showing an increase over the number for the previous year of 64,500. Of these letters and parcels, 1,632 contained money and 23,234 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels received was 26,037.

Of the letters received, 26,390 were briefed, recorded in the indexes, and filed after final action upon them.

The number of outgoing letters copied, indexed, and mailed was 34,133.

TABLES.

The following tables contain information in detail relating to all the operations of the Bureau:

No. 1.—Estimates of appropriations for the postal service coming under control of the Third Assistant Postmaster-General during the year ending June 30, 1901.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 26, 1899.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office for the service during the year ending June 30, 1901:

1. For manufacture of adhesive postage and special-delivery stamps	$218,000
2. For pay of agents and assistants to distribute stamps, and expenses of agency	12,000
3. For manufacture of stamped envelopes and newspaper wrappers	603,000
4. For pay of agents and assistants to distribute stamped envelopes and newspaper wrappers, and expenses of agency	17,800
5. For manufacture of postal cards	158,000
6. For pay of agent and assistants to distribute postal cards, and expenses of agency	7,800
7. For registered package, tag, official and dead-letter envelopes	101,000
8. For ship, steamboat, and way letters	1,000
9. For miscellaneous items	500
10. For payment of indemnity for lost registered matter	6,000
Total	1,125,100

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

There were issued during the year ending June 30, 1899, 3,490,021,880 ordinary postage stamps. The issue of Trans-Mississippi stamps, which ceased on January 1, 1899, amounted to 202,753,935. From the fact that these last-named stamps were used in the place of ordinary stamps, it is evident that the basis of estimate should be the aggregate of both kinds issued during the year.

Proceeding upon this basis, and assuming that the increase of the issues of all kinds of stamps will be 8 per cent, we have the following result:

Ordinary stamps:	
Number issued during the year ending June 30, 1899	3,692,775,815
Add 8 per cent for increase	295,422,065
Gives estimated number for year ending June 30, 1900	3,988,197,880
Add 8 per cent again for increase	319,055,830
Gives estimated number for year ending June 30, 1901	4,307,253,710
Special-delivery stamps:	
Number issued during the year ending June 30, 1899	5,934,970
Add 8 per cent for increase	474,797
Gives estimated number for year ending June 30, 1900	6,409,767
Add 8 per cent again for increase	512,781
Gives estimated number for year ending June 30, 1901	6,922,548

Postage-due stamps:	
Number issued during the year ending June 30, 1899	$16,468,090
Add 8 per cent for increase	1,317,447
Gives estimated number for year ending June 30, 1900	17,785,537
Add 8 per cent again for increase	1,422,842
Gives estimated number for year ending June 30, 1901	19,208,379
Ordinary stamps, 4,307,253,710, at 5 cents a thousand	$215,362
Special-delivery stamps, 6,922,548, at 11.4 cents a thousand	789
Postage-due stamps, 19,208,379, at 6.05 cents a thousand	1,162
	217,313

Or, in round numbers, $218,000.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers issued during the year ending June 30, 1899, was 628,456,000, the cost of which was $536,166.62, or 85.31 cents a thousand. This represents an increase of 3.63 per cent over the issues of the previous year. During the present and the coming year the rates of increase will no doubt be greater, probably averaging 6 per cent.

The estimate is made on this basis:

Number issued during the year ending June 30, 1899	628,456,000
Add 6 per cent for increase	37,707,360
Gives estimated number for year ending June 30, 1900	666,163,360
Add 6 per cent for increase	39,969,801
Gives estimated number for year ending June 30, 1901	706,133,161
Stamped envelopes and wrappers, 706,133,161, at 85.31 cents a thousand	$602,402

Or, in round numbers, $603,000.

POSTAL CARDS.

The total number of postal cards of all kinds issued to postmasters during the year ending June 30, 1899, was 573,634,150, the cost of which was $142,786.40, or 24.89 cents a thousand. This is an increase over the issues of the preceding year of 3.06 per cent. It is thought safe, therefore, to estimate the ratio of increase for the present and the coming year at 5 per cent, which will give the following result:

Number issued during the year ending June 30, 1899	573,634,150
Add 5 per cent for increase	28,681,707
Gives estimated number for year ending June 30, 1900	602,315,857
Add 5 per cent again for increase	30,115,793
Gives estimated number for year ending June 30, 1901	632,431,650
Postal cards, 632,431,650, at 24.89 cents a thousand	$157,412

Or, in round numbers, $158,000.

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

There was issued during the year ending June 30, 1899, 87,619,200, at a cost of $86,854.58, or 99 cents a thousand, an increase of 7.6 per cent over the number issued during the preceding year. Assuming the ratio of increase for this year and next to be 8 per cent, the following result is obtained:

Number issued during the year ending June 30, 1899	87,619,200
Add 8 per cent for increase	7,009,536
Gives estimated number for year ending June 30, 1900	94,628,736
Add 8 per cent again for increase	7,570,298
Gives estimated number for year ending June 30, 1901	102,199,034
102,199,034 envelopes, at 99 cents a thousand	$101,177

The appropriation asked for is $101,000.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The amounts estimated for these agencies are the same as appropriated under the present law, with the exception of the postal-card agency, which is increased $800.

SHIP, STEAMBOAT, AND WAY LETTERS.

It is thought that $1,000, the amount of the appropriation for the present year, will be sufficient to cover the expenditure for this object, and it is so estimated.

MISCELLANEOUS.

The same amount is asked for miscellaneous items as is provided by the current appropriation, namely, $500.

INDEMNITY FOR LOST REGISTERED MATTER.

The estimate for this purpose is fixed at $6,000, the amount appropriated for the present year.

DIFFERENCE BETWEEN THE FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

The following statement shows the difference between the amount of the above estimate and the amount appropriated for like purposes for the current year:

Total amount appropriated for year ending June 30, 1900	$1,183,300
Total of above estimates for year ending June 30, 1901	1,125,100
Excess of appropriations over estimates	58,200

This is a decrease of about 5.25 per cent in the estimated expenditure.

Respectfully, yours,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Hon. CH. EMORY SMITH,
Postmaster-General.

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1899.*

Items.	Appropriations.	Expenditures to Sept. 30, 1899.	Balance unexpended.
Office of the Postmaster-General.			
Advertising	$5,000.00	$3,068.60	$1,931.40
Miscellaneous	1,000.00	181.09	818.91
Printing and binding Postal Laws and Regulations	39,862.00		39,862.00
Office of the First Assistant Postmaster-General.			
Compensation of postmasters	16,750,000.00	18,223,506.81	[1]1,473,506.81
Compensation of clerks in post-offices	11,108,100.00	11,095,554.31	12,545.69
Rent, light, and fuel for first, second, and third class post-offices	1,704,000.00	1,695,586.73	8,413.27
Miscellaneous items, including office furniture	175,000.00	175,131.26	[1]131.26
Advertising at first and second class post-offices	20,000.00	19,518.59	481.41
Free-delivery service	13,800,400.00	13,800,400.00	
Experimental rural free-delivery service	150,000.00	149,979.69	20.31
Stationery in post-offices	55,000.00	54,881.57	118.43
Wrapping twine	90,000.00	89,999.95	.05
Wrapping paper	45,000.00	33,353.43	11,646.57
Letter balances, scales, and test weights	7,500.00	7,414.43	85.57
Postmarking and rating stamps	27,000.00	26,974.98	25.02
Packing boxes, sawdust, paste, and hardware	1,000.00	998.84	1.16
Printing facing slips	20,000.00	19,795.81	204.19
Rental or purchase of canceling machines	100,000.00	80,436.67	19,563.33
Blanks, blank books, and printed matter for the money-order service	120,000.00	99,552.86	20,447.14
Stamps and metal cutters for the money-order service	2,500.00	2,500.00	
Stationery, etc., for the money-order service	7,000.00	6,954.89	45.11
Establishment of temporary post-offices at military posts	200,000.00	200,000.00	
Payment of money orders more than one year old	46,804.17	46,804.17	

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1899*—Continued.

Items.	Appropriations.	Expenditures to Sept. 30, 1899.	Balance unexpended.
Office of the Second Assistant Postmaster-General.			
Inland mail transportation:			
Star service	$5,095,000.00	$4,999,280.88	$95,719.12
Steamboat	465,000.00	434,200.98	30,799.02
Mail messenger	950,000.00	907,668.25	42,331.75
Pneumatic tube	225,000.00	189,487.16	35,512.84
Regulation screen or other wagon	750,000.00	726,162.73	23,837.27
Railroads	31,579,000.00	31,621,486.12	[1] 42,486.12
Railway post-office car service	4,000,000.00	3,960,953.86	39,046.14
Electric and cable cars	300,000.00	255,684.19	44,315.81
Necessary and special facilities	196,238.75	176,903.95	19,334.80
Mail bags and catchers	275,000.00	274,624.42	375.58
Mail locks and keys	48,000.00	42,395.89	5,604.11
Repair shop for mail bags	8,500.00	8,073.87	426.13
Railway post-office clerks	8,467,000.00	8,429,980.00	37,020.00
Miscellaneous	1,000.00	999.41	.59
Transportation of foreign mails	1,850,000.00	1,629,749.83	220,250.17
Balance due foreign countries	142,000.00	140,101.15	1,898.85
Office of the Third Assistant Postmaster-General.			
Manufacture of postage stamps	178,000.00	178,000.00	
Distribution of postage stamps	12,000.00	11,090.31	909.69
Manufacture of stamped envelopes and newspaper wrappers	800,000.00	536,155.79	263,844.21
Distribution of stamped envelopes and newspaper wrappers	17,800.00	17,584.09	215.91
Manufacture of postal cards	143,000.00	142,786.40	213.60
Distribution of postal cards	7,000.00	6,075.38	924.62
Registered package, tag, official, and dead-letter envelopes	100,000.00	86,108.24	13,891.76
Ship, steamboat, and way letters	1,000.00	554.72	445.28
Indemnity for lost registered letters, first-class	6,000.00	154.03	5,845.97
Special delivery service	415,994.02	415,994.02	
Miscellaneous	500.00	121.75	378.25
Office of the Fourth Assistant Postmaster-General.			
Mail depredations and post-office inspectors	430,000.00	406,772.89	23,227.11
Payment of rewards	25,000.00	3,525.00	21,475.00
Total	100,963,198.94	101,435,269.99	1,044,058.14

[1] Expended by postmasters in excess of the appropriation.

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal years ending June 30, 1898, and June 30, 1897.*

Items of revenue.	Receipts for the fiscal year 1899.				Total.
	Quarter ending—				
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
Letter-postage paid in money	$54,226.85	$4,781.94	$17,905.13	$21,117.46	$98,031.38
Box rents and branch offices	671,802.30	678,446.64	684,464.77	691,844.33	2,726,558.04
Fines and penalties	2,895.47	6,986.06	8,043.86	13,116.03	31,041.42
Postage stamps, stamped envelopes, newspaper wrappers, etc	19,534,019.21	22,803,437.16	23,356,796.19	21,586,401.45	87,280,654.01
Dead letters	2,676.39	5,118.50	2,524.58	2,785.27	13,104.74
Revenue from money-order business	285,921.85	373,326.02	316,029.34	311,387.39	1,286,664.60
Miscellaneous	7,809.10	7,389.82	28,986.33	14,112.47	58,297.72
Unpaid money orders more than one year old					
Second-class postage	851,803.54	892,219.96	888,603.66	894,405.10	3,527,032.26
Total	21,411,154.71	24,771,706.10	25,303,353.86	23,535,169.50	95,021,384.17

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal year ending June 30, 1898, and June 30, 1897*—Cont'd.

Items of revenue.	Receipts for the fiscal year 1898.			Receipts for the fiscal year 1897.		
	Total for 1898.	Increase 1899 over 1898.	Decrease 1899 from 1898.	Total for 1897.	Increase 1899 over 1897.	Decrease 1899 from 1897.
Letter postage paid in money	$118,756.96		$20,725.58	$154,322.81		$56,291.43
Box rents and branch offices	2,579,241.05	$147,316.99		2,522,851.21	$203,706.83	
Fines and penalties	27,695.67	3,345.75		26,579.29	4,462.13	
Postage stamps, stamped envelopes, newspaper wrappers, etc	85,029,076.96	2,251,577.05		78,959,545.66	8,321,108.35	
Dead letters	10,502.13	2,602.61		11,437.04	1,667.70	
Revenue from money-order business	1,196,633.35	90,031.25		967,181.06	319,483.54	
Miscellaneous	50,712.43	7,585.29		23,545.66	34,752.06	
Second-class postage		3,527,032.26			3,527,032.26	
Total	89,012,618.55	6,029,491.20	20,725.58	82,665,462.73	12,412,212.87	56,291.43

Comparison.	Amount.	Per cent.
Postal receipts (including amount derived from money-order business)	$95,021,384.17	
Increase in receipts for 1899 as compared with 1898	6,006,765.62	6.8
Increase in receipts for 1899 as compared with 1897	12,355,921.44	15
Postal receipts (excluding amount derived from money-order business)	93,734,719.57	
Increase in postal receipts for 1899 as compared with 1898	5,918,734.07	6.7
Increase in postal receipts for 1899 as compared with 1897	12,086,437.90	14.7

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal years ending June 30, 1898, and June 30, 1897.*

Items.	Expenditures for the fiscal year 1899.				
	Quarter ending—				Total payments for year ending June 30, 1899.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
Office of the Postmaster-General.					
Advertising	$576.49	$29.53	$442.05	$2,020.53	$3,068.60
Miscellaneous items		32.72	34.65	113.72	181.09
Office of the First Assistant Postmaster-General.					
Compensation of postmasters	4,389,176.59	4,561,953.77	4,685,228.07	4,587,148.38	18,223,506.81
Compensation of clerks in post-offices	2,747,955.45	2,788,487.84	2,772,404.65	2,786,706.37	11,095,554.31
Rent, light, and fuel in first, second, and third class post-offices	408,472.81	432,502.83	429,845.68	424,765.41	1,695,586.73
Miscellaneous items, including office furniture	51,270.42	40,443.31	36,715.43	46,702.10	175,131.26
Advertising at first and second class post-offices	4,570.66	4,968.74	4,707.06	5,272.13	19,518.59
Free-delivery service	3,594,973.24	3,471,506.47	3,436,505.91	3,297,414.38	13,800,400.00
Experimental rural free-delivery service	23,825.55	28,527.04	43,845.71	53,781.39	149,979.69
Stationery for post-offices	17,801.49	11,041.40	18,532.88	7,505.80	54,881.57
Wrapping twine	27,439.13	23,556.02	20,940.67	18,064.13	89,999.95
Wrapping paper	3,820.00	7,346.75	9,500.00	12,686.68	33,353.43
Letter balances, scales, and test weights	5,462.00	50.20	130.25	1,771.98	7,414.43
Postmarking and rating stamps	7,444.61	6,979.61	7,293.47	5,257.29	26,974.98
Packing boxes, sawdust, etc	104.89	200.35	386.15	307.45	998.84
Printing facing slips, etc	3,676.99	4,165.58	5,556.13	6,397.11	19,795.81
Canceling machines	16,734.74	19,547.48	20,970.34	23,184.11	80,436.67
Blanks, blank books, etc., for the money-order service	17,780.81	26,278.07	28,249.75	27,244.23	99,552.86
Stamps, etc., for the money-order service	472.16	881.33	626.09	520.42	2,500.00
Stationery, etc., for the money-order service	920.28	1,000.20	4,195.88	838.53	6,954.89
Establishment of temporary post-offices at military posts	35,164.41	54,519.85	54,544.05	55,771.69	200,000.00
Payment of money orders, more than one year old	8,082.86	9,255.06	9,411.31	20,054.94	46,804.17
Office of the Second Assistant Postmaster-General.					
Inland mail transportation:					
Star service	1,226,516.74	1,262,360.21	1,283,869.74	1,276,534.19	4,999,280.88
Steamboat	123,123.74	97,761.40	110,894.48	102,421.36	434,200.98
Mail messenger	223,485.58	223,118.57	227,016.32	234,047.78	907,668.25
Pneumatic tube	43,628.17	47,809.19	49,008.15	49,041.65	189,487.16
Regulation, screen, wagon	181,690.63	183,184.45	180,444.62	180,843.03	726,162.73
Railroads	7,842,198.61	7,880,274.42	7,882,258.79	8,016,754.30	31,621,486.12
Railway post-office car service	967,626.03	976,257.91	1,001,185.53	1,015,884.39	3,960,953.86
Electric and cable cars	56,165.05	56,413.98	82,976.53	60,128.63	255,684.19
Necessary special facilities	46,415.41	44,259.47	43,286.61	42,992.46	176,903.95
Mail bags and catchers	97,697.13	69 743.05	62,395.66	44,788.58	274,624.42

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal years ending June 30, 1898, and June 30, 1897*—Continued.

Items.	Expenditures for the fiscal year 1899.				
	Quarter ending—				Total payments for year ending June 30, 1899.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
Office of the Second Assistant Postmaster-General—Continued.					
Mail locks and keys	$9,267.29	$10,001.64	$11,021.24	$12,105.72	$42,395.89
Repair shop for mail bags	2,121.59	1,914.63	2,240.15	1,797.50	8,073.87
Railway post-office clerks	2,079,524.27	2,089,920.29	2,106,200.13	2,152,335.31	8,429,980.00
Miscellaneous items	229.64	76.82	11.55	681.40	999.41
Transportation of foreign mails	222,603.05	431,265.49	461,620.93	514,260.36	1,629,749.83
Balance due foreign countries	23,057.26	14,401.25	102,642.64		140,101.15
Office of the Third Assistant Postmaster-General.					
Manufacture of postage stamps	47,181.44	56,490.01	48,254.65	26,073.90	178,000.00
Distribution of postage stamps	2,689.93	2,715.86	2,765.40	2,919.12	11,090.31
Rent for stamp agency					
Manufacture of stamped envelopes, etc	187,794.99	97,697.18	137,332.46	113,331.16	536,155.79
Distribution of stamped envelopes, etc	4,184.79	4,358.30	4,536.00	4,505.00	17,584.09
Manufacture of postal cards	39,739.02	40,787.30	34,783.75	27,476.33	142,786.40
Distribution of postal cards	1,283.21	1,585.00	1,636.00	1,571.17	6,075.38
Registered-package, tag, official, and dead-letter envelopes	17,941.53	22,666.09	24,477.39	21,023.23	86,108.24
Ship, steamboat, and way letters	172.04	139.38	149.74	93.56	554.72
Indemnity for lost registered mail, first class	18.00	50.60	69.43	16.00	154.03
Special-delivery service	97,158.16	107,660.06	101,538.97	109,636.83	415,994.02
Miscellaneous items	10.00	11.50	97.25	3.00	121.75
Office of the Fourth Assistant Postmaster-General.					
Mail depredations and post-office inspectors	94,306.31	102,855.92	102,081.28	107,529.38	406,772.89
Payment of rewards		475.00	1,450.00	1,600.00	3,525.00
Total	25,003,555.19	25,319,529.12	25,608,261.57	25,508,924.11	101,435,269.99

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal years ending June 30, 1898, and June 30, 1897*—Continued.

Items.	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1898.			Expenditures for the fiscal year 1897.		
		Total payments to June 30, 1899.	Comparison with 1899.		Total payments to June 30, 1899.	Comparison with 1899.	
			Increase.	Decrease.		Increase.	Decrease.
Office of the Postmaster-General.							
Advertising	$4.10	$11,557.77		$8,489.17	$5,097.29		$2,028.69
Miscellaneous items		483.84		302.75	445.00		263.91
Office of the First Assistant Postmaster-General.							
Compensation of postmasters	3,729.16	17,456,731.35	$766,775.46		16,914,974.93	$1,308,531.88	
Compensation of clerks in post-offices	3,081.26	10,591,630.49	503,923.82		10,375,088.39	720,465.92	
Rent, light, and fuel in first, second, and third class post-offices	16,085.31	1,597,445.59	98,141.14		1,507,459.61	188,127.12	
Miscellaneous items, including office furniture	2,664.58	148,419.55	26,711.71		141,952.34	33,178.92	
Advertising at first and second class post-offices	2,886.69	17,886.07	1,632.52		11,288.50	8,230.09	
Free-delivery service	57,567.36	13,444,008.68	356,391.32		12,842,791.24	957,608.76	
Experimental rural free-delivery service	250.35	50,250.06	99,729.63			149,979.69	
Stationery for post-offices	7.50	54,922.71		41.14	49,887.05	4,994.52	
Wrapping twine		84,990.72	5,009.23		87,891.63	2,108.32	
Wrapping paper	11,147.15	39,785.75		6,432.32	42,020.00		8,666.57
Letter balances, scales, and test weights		9,986.78		2,572.35	6,679.13	735.30	
Postmarking and rating stamps		44,965.40		17,990.42	29,971.32		2,996.34
Packing boxes, sawdust, etc	135.00	1,486.21		487.37	753.05	245.79	
Printing facing slips, etc	3,420.73	19,789.00	6.81		14,419.14	5,376.67	
Canceling machines	1,896.18	64,830.73	15,605.94		52,016.20	28,420.47	
Blanks, blank books, etc., for the money-order service		104,427.01		4,874.15		99,552.86	
Stamps, etc., for the money-order service		2,356.61	143.39			2,500.00	
Stationery, etc., for the money-order service	231.21	5,355.01	1,599.88			6,954.89	
Establishment of temporary post-offices at military posts			200,000.00			200,000.00	
Payment of money orders, more than one year old		33,408.98	13,395.19		27,704.45	19,099.72	
Office of the Second Assistant Postmaster-General.							
Inland mail transportation:							
Star service	25,010.69	5,310,641.75		311,360.87	5,325,664.99		326,384.11
Steamboat	3,915.78	422,250.87	11,950.11		402,505.91	31,695.07	
Mail messenger	1,890.77	988,901.67		81,233.42	951,039.64		43,371.39
Pneumatic tube			189,487.16			189,487.16	
Regulation screen wagon	300.00	734,491.12		8,328.39	705,565.25	20,597.48	
Railroads	15,541.76	30,463,838.14	1,157,647.98		28,905,144.68	2,716,341.44	
Railway post-office car service	3.64	3,753,420.28	207,533.58		3,361,698.16	599,260.70	
Electric and cable cars	30,996.40	234,128.09	21,556.10		141,696.06	113,988.13	
Necessary special facilities		175,973.00	930.95		159,120.64	17,783.31	
Mail bag and catchers	4,175.22	319,044.55		44,420.13	341,965.16		67,340.74

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1899, compared with the fiscal years ending June 30, 1898, and June 30, 1897*—Continued.

Items	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1898.			Expenditures for the fiscal year 1897.		
		Total payments to June 30, 1899.	Comparison with 1899.		Total payments to June 30, 1899.	Comparison with 1899.	
			Increase.	Decrease.		Increase.	Decrease.
Office of the Second Assistant Postmaster-General—Continued.							
Mail locks and keys	$181.55	$38,309.57	$4,086.32		$44,663.46		$2,267.57
Repair shop for mail bags		8,450.46		$376.59	7,749.24	$324.63	
Railway post-office clerks	681.19	8,067,283.73	362,696.27		7,730,394.59	699,585.41	
Canceling machines for railway post-office car service		5,133.84		5,133.84			
Miscellaneous items	2.08	916.25	83.16		992.52	6.89	
Transportation of foreign mails		1,620,282.71	9,467.12		1,708,578.31		78,828.48
Balance due foreign countries		139,808.52	292.63		115,128.85	24,972.30	
Additional compensation to Oceanic Steamship Co					80,000.00		80,000.00
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps		180,273.37		2,278.37	155,671.71	22,328.29	
Distribution of postage stamps		10,211.80	878.51		9,821.85	1,268.46	
Rent for stamp agency					600.00		600.00
Manufacture of stamped envelopes, etc	10.88	751,055.92		214,900.13	719,219.01		188,068.22
Distribution of stamped envelopes, etc		17,333.05	261.04		17,611.00		26.91
Manufacture of postal cards		159,128.03		16,841.63	171,377.03		28,590.63
Distribution of postal cards		5,612.44	462.94		6,138.49		68.11
Registered package, tag, official, and dead-letter envelopes	746.34	103,746.34		17,688.10	91,870.39		5,762.15
Ship, steamboat, and way letters		716.28		161.56	525.12	29.60	
Indemnity for lost registered mail, first class			154.08			154.08	
Special delivery service	37.76	370,406.52	45,587.50		333,058.14	82,940.88	
Miscellaneous items		16.00	105.75			121.75	
Office of the Fourth Assistant Postmaster-General.							
Mail depredations and post-office inspectors	241.39	361,985.96	44,786.98		271,555.75	135,217.14	
Payment of rewards	10,050.00	13,700.00		10,175.00	15,050.00		11,525.00
Total	196,890.98	98,081,778.57	4,147,024.12	743,532.70	93,879,835.22	8,392,213.59	836,778.82
Less decrease			743,532.70			836,778.82	
Net increase			3,403,491.42			7,555,434.77	

Comparison of expenditures:	
Increase over fiscal year 1898	$3,408,491.42
Increase over fiscal year 1897	7,555,434.77
Expenditures on account of transportation of domestic mails:	
For fiscal year 1897	39,952,430.33
For fiscal year 1898	42,083,644.92
For fiscal year 1899	43,271,828.12
Increase over fiscal year 1897	3,319,397.79
Increase over fiscal year 1898	1,188,183.20
Comparison of receipts and expenditures for 1899:	
Expenditures	[illegible]
Receipts	95,021,384.17
Excess of expenditures	6,413,885.82

No. 5.—*Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1899, compared with those of the previous fiscal year.*

	Net deposits.	Transfer account. To—	Transfer account. From—	Aggregate accumulation.
Treasurer United States, Washington, D. C.	[a]$8,243,299.39 1,014,710.81	$29,559.57	$6,770,019.73	$9,287,569.77
Assistant Treasurer United States:				
Baltimore	451,717.86	870,000.00		1,321,717.86
Boston	3,569,553.05	200,000.00	1,350,000.00	3,769,553.05
Chicago	8,380,036.00	1,700,000.00	200,000.00	10,080,036.00
Cincinnati	2,565,092.89	1,000,000.00		3,565,092.89
New Orleans	1,121,506.15	350,000.00		1,471,506.15
New York	14,490,017.84	1,100,000.00	100,000.00	15,590,017.84
Philadelphia	3,407,109.28	1,600,000.00		5,007,109.28
San Francisco	1,650,205.50	50,000.00	350,000.00	1,700,205.50
St. Louis	2,700,075.18	1,900,000.00		4,600,075.18
Designated national banks	30,376.39	19.73	29,559.57	30,396.12
Old accounts				
Total	47,623,700.34 46,779,683.88	8,799,579.30	8,799,579.30	56,423,279.64
Net increase	844,016.46			

	Comparison of receipts with those of the previous fiscal year. Increase.	Comparison of receipts with those of the previous fiscal year. Decrease.	Amount of warrants issued for 1899, compared with those issued for the previous fiscal year. Warrants issued for 1899.	Increase.	Decrease.
Treasurer United States, Washington, D. C.		[b]$2,262,980.67 49,815.82	$2,481,202.02		$243,779.93
Assistant Treasurer United States:					
Baltimore	$38,854.34		1,295,528.64	$19,499.95	
Boston	23,089.64		2,121,716.11		568,201.29
Chicago	921,235.14		9,801,578.08	253,682.13	
Cincinnati		359,684.46	3,648,951.99	241,009.59	
New Orleans	99,236.88		1,486,391.47	245,613.56	
New York	1,676,082.13		15,167,342.88	1,634,468.29	
Philadelphia	303,880.66		4,836,445.40		412,564.24
San Francisco	129,960.33		1,283,609.96		128,241.16
St. Louis	322,270.62		4,536,796.24		52,721.97
Designated national banks	1,887.67				
Old accounts					
Total	3,516,497.41 2,672,480.95	2,672,480.95	46,659,562.79 45,670,787.86	2,394,273.52 1,405,498.59	1,405,498.59
Net increase	844,016.46		988,774.93	988,774.93	

[a] Grants from the general Treasury on account of deficiency in the postal revenue.
[b] Decrease in grants.

No. 5.—*Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1899, compared with those of the previous fiscal year*—Continued.

	Amount of warrants paid for 1899.	Balance on hand June 30, 1899.	Amount of warrants outstanding June 30, 1899.	Balance subject to draft June 30, 1899.
Treasurer United States, Washington, D. C	$2,486,005.41	$255,228.68	$5,345.80	$249,882.88
Assistant Treasurer United States:				
Baltimore	1,241,815.10	131,538.69	63,753.13	67,785.56
Boston	2,119,785.70	858,573.69	4,850.26	853,723.43
Chicago	9,777,788.88	1,326,651.47	40,200.41	1,286,451.06
Cincinnati	3,645,206.80	293,883.22	7,292.86	286,590.36
New Orleans	1,488,421.32	180,396.48	7,733.28	172,663.20
New York	15,143,783.50	1,423,004.06	27,801.16	1,395,202.90
Philadelphia	4,835,628.82	731,883.37	4,378.55	727,504.82
San Francisco	1,280,440.53	321,909.13	26,190.12	295,719.01
St. Louis	4,526,936.04	671,500.51	35,847.16	635,653.35
Designated national banks		12,738.93		12,738.93
Old accounts		37,277.06		37,277.06
Total	46,545,812.10	6,244,585.29	223,392.73	6,021,192.56

Balance on hand June 30, 1898	$5,166,949.36
Counter entry of receipts on account of 1898	252.31
	5,166,697.05
Receipts for the fiscal year 1899	47,623,700.34
	52,790,397.39
Warrants paid for the fiscal year 1899	46,545,812.10
	6,244,585.29
Warrants outstanding June 30, 1899	223,392.73
Balance subject to warrant June 30, 1899	6,021,192.56

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1899.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
1-cent	146,382,500	228,217,500	239,954,600	236,461,150	851,015,750
2-cent	511,569,400	645,124,600	676,813,200	669,610,100	2,503,117,300
3-cent	4,435,800	8,080,100	8,033,200	6,806,800	27,355,900
4-cent	3,551,750	7,664,500	7,178,200	6,495,550	24,890,000
5-cent	8,221,560	11,900,260	12,115,800	11,931,950	44,169,570
6-cent	1,098,350	1,982,450	2,202,300	1,645,050	6,928,150
8-cent	1,850,500	3,552,900	3,338,100	2,778,800	11,520,300
10-cent	3,749,460	5,037,590	4,972,100	4,887,050	18,646,200
15-cent	311,760	900,680	632,220	438,150	2,282,810
50-cent	16,680	26,730	17,620	16,850	77,880
$1	755	2,975	6,195	4,615	14,540
$2	20	950	155	75	1,200
$5	15	245	1,015	1,005	2,280
10-cent special delivery	1,425,710	1,570,100	1,447,810	1,491,350	5,934,970
Total	682,614,260	914,061,580	956,712,515	942,568,495	*a*3,495,956,850
Value	$13,168,867.00	$17,547,178.00	$18,226,124.00	$17,860,221.50	*a*$66,802,390.50

ORDINARY POSTAGE STAMPS (TRANS-MISSISSIPPI SERIES).

1-cent	28,796,900	24,561,000			53,357,900
2-cent	76,163,900	57,288,900			133,452,800
4-cent	1,591,650	2,061,100			3,652,750
5-cent	2,339,680	3,731,600			6,071,280
8-cent	896,100	1,133,300			2,029,400
10-cent	1,236,530	2,395,000			3,631,530
50-cent	33,790	446,200			479,990
$1	15,860	20,345			36,205
$2	11,555	30,525			42,080
Total	111,085,965	91,667,970			*b* 202,753,935
Value	$2,243,103	$2,295,071			*b* $4,538,174

a 4,600 specimens, value $312.50, included.

b 900 specimens, value $380, included.

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1899*—Continued.

POSTAGE-DUE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
1-cent	2,020,300	1,113,400	949,000	918,700	5,001,400
2-cent	2,405,500	2,147,400	2,450,400	2,151,350	9,154,650
3-cent	96,300	85,500	97,600	39,550	318,950
5-cent	119,500	184,200	232,600	135,750	672,050
10-cent	243,120	374,600	414,950	276,500	1,309,170
30-cent	2,310	550	330	7,210	10,400
50-cent	160	220	20	1,070	1,470
Total	4,887,190	3,905,870	4,144,900	3,530,130	a16,468,090
Value	$102,262	$103,592	$114,660	$90,536	a$411,050

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

1-cent	7,389,500	8,130,000	12,549,750	9,780,500	37,849,750
2-cent	37,705,250	34,390,750	57,775,000	43,107,500	172,978,500
4-cent	4,250	4,500	74,500	39,500	122,750
5-cent	43,500	26,000	78,500	77,750	225,750
1-cent wrappers	8,577,500	8,774,500	10,893,000	7,581,000	35,826,000
2-cent wrappers	654,000	511,250	748,000	716,750	2,630,000
Total	54,374,000	51,837,000	82,118,750	61,303,000	249,632,750
Value	$1,018,067.90	$952,775.46	$1,510,243.84	$1,129,240.13	$4,610,327.33

No third-quality ordinary stamped envelopes were issued after July 28, 1898.

SPECIAL-REQUEST STAMPED ENVELOPES.

1-cent	3,630,500	3,660,500	5,501,250	4,229,000	17,021,250
2-cent	81,815,500	80,532,500	106,081,250	93,004,000	361,433,250
4-cent	30,000	28,250	42,000	34,500	134,750
5-cent	38,500	58,500	84,500	52,500	234,000
Total	85,514,500	84,279,750	111,709,000	97,320,000	378,823,250
Value	$1,832,890.36	$1,806,812.08	$2,321,233.24	$2,027,339.20	$7,988,274.88

POSTAL CARDS.

A, 1-cent	214,000	161,500	165,000	187,500	728,000
C, 1-cent		5,000			5,000
D, 2-cent	1,057,750	1,498,500	1,584,000	1,801,500	5,941,750
E, 2-cent	102,750	140,150	149,900	148,600	541,400
F, 4-cent	1,000	1,500	750	5,750	9,000
G, 1-cent	260,000		210,000		470,000
H, 1-cent	136,448,500	139,397,000	142,748,500	146,827,000	565,421,000
K, 1-cent	106,000	246,000	97,000	69,000	518,000
Total	138,190,000	141,449,650	144,955,150	149,039,350	573,634,150
Value	$1,393,535	$1,430,928	$1,466,913	$1,510,067	$5,801,443

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	3,490,021,880	$66,208,893.50
Trans-Mississippi series stamps	202,768,935	4,538,174.00
Special-delivery stamps	5,934,970	593,497.00
Postage-due stamps	16,468,090	411,050.00
Ordinary stamped envelopes	211,176,750	4,161,011.33
Special-request stamped envelopes	378,823,250	7,988,274.88
Newspaper wrappers	38,456,000	449,316.00
Postal cards	573,634,150	5,801,443.00
Aggregate	4,917,269,025	90,151,659.71

a 4,500 specimens, value $750, included.

No. 7.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1899.*

Denomination.	Ordinary special-delivery and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagencies.	Total.
1-cent	909,375,050	90,697,000	567,142,000	1,567,214,050
2-cent	2,645,724,750	537,041,750	6,483,150	3,189,249,650
3-cent	27,674,850			27,674,850
4-cent	28,542,750	257,500	9,000	28,809,250
5-cent	50,912,900	459,750		51,372,650
6-cent	6,928,150			6,928,150
8-cent	13,549,700			13,549,700
10-cent	29,521,870			29,521,870
15-cent	2,282,810			2,282,810
30-cent	10,400			10,400
50-cent	559,340			559,340
1-dollar	50,745			50,745
2-dollar	43,280			43,280
5-dollar	2,280			2,280
Total	3,715,178,875	628,456,000	573,634,150	4,917,269,025
Value	$71,751,614.50	$12,598,602.21	$5,801,443.00	$90,151,659.71

No. 8.—*Statement showing increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1899, as compared with the issue of the preceding year.*

Articles issued.	1898.		1899.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	3,369,678,955	$64,160,613.00	3,490,021,880	$66,208,893.50
Trans-Mississippi series postage stamps *a*	48,779,405	1,079,517.00	202,753,935	4,538,174.00
Special-delivery stamps	5,164,780	516,473.00	5,934,970	593,497.00
Newspaper and periodical stamps *b*	5,207,120	3,119,864.00		
Postage-due stamps	22,868,230	512,856.03	16,468,090	411,050.00
Ordinary stamped envelopes	204,582,000	4,078,265.09	211,176,750	4,161,011.33
Special-request stamped envelopes	361,929,750	7,752,866.50	378,823,250	7,968,274.88
Newspaper wrappers	39,935,250	462,847.75	38,456,000	449,316.00
Postal cards	556,380,650	5,629,008.00	573,634,150	5,801,443.00
Total	4,614,526,090	87,312,310.37	4,917,269,025	90,151,659.71

Articles issued.	Increase.		Per cent of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	120,342,925	$2,048,280.50	3.57	3.19
Trans-Mississippi series postage stamps	153,974,530	3,458,657.00	315.65	320.39
Special-delivery stamps	770,240	77,024.00	14.91	14.91
Newspaper and periodical stamps	*c* 5,207,120	*c* 3,119,864.00	*c* 100.00	*c* 100.00
Postage-due stamps	*c* 6,400,140	*c* 101,806.03	*c* 27.98	*c* 19.85
Ordinary stamped envelopes	6,594,750	82,746.24	3.22	2.02
Special-request stamped envelopes	16,893,500	235,408.38	4.66	3.03
Newspaper wrappers	*c* 1,479,250	*c* 13,531.75	*c* 3.70	*c* 2.92
Postal cards	17,253,500	172,435.00	3.10	3.06
Total	302,742,935	2,839,349.34	6.56	3.25

a Issued from June 10 to December 31, 1898. *b* Discontinued June 30, 1898. *c* Decrease.

No. 9.—*Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1899.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-delivery.	Total.
1847						
1848						
1849	$274,710.00					$274,710.00
1850						
1851						
1852	1,535,638.51					1,535,638.51
1853	1,608,792.91					1,608,792.91
1854	1,526,300.00					1,526,300.00
1855	2,056,127.00					2,056,127.00
1856	3,611,274.40					3,611,274.40
1857	4,337,135.20					4,337,135.20
1858	4,945,374.35					4,945,374.35
1859	5,279,405.00					5,279,405.00
1860	5,920,939.00					5,920,939.00
1861	5,908,522.60					5,908,522.60
1862	7,078,188.00					7,078,188.00
1863	9,683,394.00					9,683,394.00
1864	10,177,327.00					10,177,327.00
1865	12,099,987.50					12,099,987.50
1866	10,816,661.00					10,816,661.00
1867	11,578,607.00					11,578,607.00
1868	11,751,014.00					11,751,014.00
1869	12,722,568.00					12,722,568.00
1870	13,976,768.00					13,976,768.00
1871	14,630,715.00					14,630,715.00
1872	15,840,649.00					15,840,649.00
1873	16,681,189.00	$494,974.70				17,176,163.70
1874	17,275,242.00	1,415,845.20				18,691,087.20
1875	18,271,479.00	834,970.25	$815,902.47			19,922,351.72
1876	18,773,464.00	663,831.50	945,254.75			20,382,540.25
1877	18,181,676.00	614,107.20	1,000,605.10			19,786,388.30
1878	19,468,618.00	618,094.60	1,093,845.30			21,180,557.90
1879	20,117,269.00	624,999.95	1,088,412.16	$365,957.00		22,196,628.11
1880	22,414,928.00	140,199.08	1,252,903.30	251,836.00		24,059,866.38
1881	24,040,677.00	107,777.82	1,398,674.00	254,393.00		25,801,471.82
1882	28,679,528.00	139,991.75	1,602,069.70	352,170.00		30,773,759.45
1883	30,307,179.00	125,839.20	1,752,564.50	404,915.90		32,590,498.60
1884	29,077,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885	28,429,628.00		2,047,258.50	308,492.00		30,785,388.50
1886	31,172,364.00		1,097,390.00	159,989.00	$359,956.00	32,799,699.00
1887	33,774,156.00		1,364,413.80	235,136.00	124,594.00	35,498,299.80
1888	36,293,183.00		1,588,425.00	283,954.00	133,179.00	38,298,741.00
1889	37,996,027.00		1,663,751.00	299,201.00	157,565.00	40,116,544.00
1890	42,734,108.00		1,711,464.00	324,712.00	212,089.00	44,982,373.00
1891	46,239,060.00		2,055,798.00	361,573.00	256,935.00	48,913,356.00
1892	48,850,562.00		2,209,516.00	425,970.00	311,722.00	51,797,770.00
1893	53,603,546.00		2,850,324.00	423,583.50	352,807.00	57,230,260.50
1894	50,590,540.00		2,613,920.00	428,816.00	367,402.00	54,000,678.00
1895	53,351,739.30		2,845,188.50	445,452.50	390,878.00	57,033,308.30
1896	57,774,618.00		2,819,177.00	450,658.00	446,627.00	61,491,100.00
1897	58,480,780.00		3,171,068.00	443,720.00	434,633.00	62,530,201.00
1898	65,240,130.00		3,119,884.00	512,856.00	516,473.00	69,389,323.00
1899	[a] 70,747,067.50		(b)	411,050.00	593,497.00	71,751,614.50

[a] This includes the Trans-Mississippi stamps.
[b] Issue of newspaper and periodical stamps discontinued July 1, 1898.

No. 10.—*Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1899, with percentages of issues of special-request envelopes from the date of their first issue, May, 1865.*

Year ending June 30—	Ordinary envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853	5,000,000		5,000,000	
1854	21,384,100		21,384,100	
1855	23,451,725		23,451,725	
1856	33,764,050		33,764,050	
1857	33,033,400		33,033,400	
1858	30,971,375		30,971,375	
1859	30,280,300		30,280,300	
1860	29,280,025		29,280,025	
1861	26,027,300		26,027,300	
1862	27,234,150		27,234,150	
1863	25,548,750		25,548,750	

No. 10.—*Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1899, etc.*—Continued.

Year ending June 30—	Ordinary envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1864	28,218,800		28,218,800	
1865	25,456,175	750,000	26,206,175	2.86
1866	30,386,200	8,708,525	39,094,725	22.28
1867	46,421,400	16,665,250	63,086,650	26.42
1868	47,894,900	25,469,750	73,364,650	34.72
1869	49,851,000	31,824,100	81,675,100	38.97
1870	49,951,500	36,338,000	86,289,500	42.12
1871	56,563,625	48,111,650	104,675,275	45.97
1872	67,100,750	46,825,000	113,925,750	41.10
1873	78,971,350	52,201,250	131,172,600	39.80
1874	84,478,250	51,940,250	136,418,500	38.08
1875	95,135,400	54,631,000	149,766,400	36.48
1876	100,965,750	64,554,500	165,520,250	39.00
1877	106,276,950	64,374,500	170,651,450	37.72
1878	115,715,100	67,845,250	183,560,350	36.96
1879	110,503,700	67,058,250	177,561,950	37.77
1880	130,301,500	76,835,500	207,137,000	37.09
1881	142,043,050	85,024,000	227,067,050	37.44
1882	155,861,200	100,704,250	256,565,450	39.25
1883	158,688,200	100,578,250	259,266,450	38.79
1884	192,716,550	129,515,500	322,232,050	40.19
1885	185,954,650	136,796,750	322,751,400	42.38
1886	201,265,850	152,742,250	354,008,100	43.14
1887	210,507,300	171,104,000	381,611,300	44.84
1888	237,010,500	196,625,250	433,635,750	45.34
1889	231,078,050	220,786,250	451,864,300	48.86
1890	262,620,950	251,212,000	513,832,950	48.89
1891	274,482,750	281,743,500	556,226,250	50.65
1892	279,829,700	313,855,000	593,684,700	52.86
1893	300,135,436	336,144,000	636,279,436	52.83
1894	258,452,468	313,022,750	571,475,218	54.93
1895	263,458,900	335,395,000	598,848,900	56.01
1896	261,964,500	354,075,750	616,040,250	57.48
1897	240,575,750	344,456,250	585,032,000	58.88
1898	244,517,250	361,929,750	606,447,000	59.68
1899	249,682,750	378,825,250	628,456,000	60.27

No. 11.—*Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1899.*

Year ending—	1-cent.	2-cent.	4-cent.	Total.
June 30—				
1873	31,094,000			31,094,000
1874	91,079,000			91,079,000
1875	107,616,000			107,616,000
1876	150,815,000			150,815,000
1877	170,015,500			170,015,500
1878	200,630,000			200,630,000
1879	221,797,000			221,797,000
1880	269,754,000	2,796,500		272,550,500
1881	308,412,500	124,000		308,536,500
1882	351,394,500	108,500		351,498,000
1883	379,424,500	92,250		379,516,750
1884	362,789,500	87,250		362,876,750
1885	339,336,500	80,000		339,416,500
1886	355,499,000	149,000		355,648,000
1887	356,778,000	161,250		356,939,250
1888	381,671,500	126,000		381,797,500
1889	386,672,500	136,000		386,808,500
1890	429,341,600	173,750		429,515,350
1891	423,817,000	399,750		424,216,750
1892	511,122,000	311,500		511,433,500
1893	516,971,850	13,339,000	194,750	530,505,600
1894	464,178,000	4,318,750	3,000	468,499,750
1895	487,811,500	4,485,800	8,250	492,305,550
1896	519,147,000	5,668,400	4,750	524,820,150
1897	517,690,500	5,910,750	7,000	523,608,250
1898	549,900,000	6,460,900	19,750	556,380,650
1899	567,142,000	6,483,150	9,000	573,684,150

No. 12.—*A comparative statement of second-class matter mailed and postage collected at the 34 largest post-offices during the two fiscal years ended June 30, 1898 and 1899.*

Post-office.	The year ending June 30, 1899.		The year ending June 30, 1898.		Increase.			Per cent of total amount collected, United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		*Pounds.*		*Pounds.*			
New York, N. Y	80,586,745	$805,867.45	79,370,892	$793,708.92	1,215,853	$12,158.53	1.53+	22.88+
Chicago, Ill	43,461,123	434,611.23	45,429,425	454,294.25	a1,968,302	a19,683.02	a4.33+	12.34+
St. Louis, Mo	19,295,297	192,952.97	19,691,203	196,912.03	a395,906	a3,959.06	a2.01+	5.48+
Boston, Mass	17,478,873	174,788.73	17,445,951	174,459.51	32,922	329.22	.18+	4.96+
Philadelphia, Pa	17,172,533	171,725.33	14,457,683	144,576.83	2,714,850	27,148.50	18.77+	4.87+
Cincinnati, Ohio	9,125,883	91,258.83	9,986,290	99,862.90	a860,407	a8,604.07	a8.61+	2.59+
Kansas City, Mo	8,212,946	82,129.46	6,562,015	65,620.15	1,650,931	16,509.31	25.15−	2.33+
Augusta, Me	7,446,414	74,464.14	7,183,289	71,832.89	263,125	2,631.25	3.66+	2.11+
Minneapolis, Minn	6,845,279	68,452.79	6,109,709	61,097.09	735,570	7,355.70	1.20+	1.94+
San Francisco, Cal	5,506,472	55,064.72	5,783,740	57,837.40	a277,268	a2,772.68	a4.79+	1.56+
St. Paul, Minn	4,713,545	47,135 45	3,610,638	36,106.38	1,102,907	11,029.07	30.50+	1.33+
Pittsburg, Pa	4,562,671	45,626.71	4,248,072	42,480.72	314,599	3,145.99	7.45+	1.29+
Milwaukee, Wis	4,360,758	43,607.58	3,923,883	39,238.83	436,875	4,368.75	11.13+	1.24−
Detroit, Mich	4,070,175	40,701.75	3,703,464	37,034.64	366,711	3,667.11	9.90+	1.15+
Cleveland, Ohio	3,878,202	38,782.02	3,417,819	34,178.19	460,383	4,603.83	13.47+	1.10+
Springfield, Ohio	3,508,987	35,089.37	3,233,086	32,330.86	275,851	2,758.51	8.53+	.99+
Denver, Colo	3,318,822	33,188.22	2,845,632	28,456.32	473,190	4,731.90	16.63+	.94+
Atlanta, Ga	3,048,658	30,486.58	3,376,346	33,763.46	a327,688	a3,276.88	a9.70+	.86+
Baltimore, Md	3,015,058	30,150.58	2,767,059	27,670.59	247,999	2,479.99	8.95+	.85+
Washington, D. C	2,845,400	28,454.00	2,781,546	27,815.46	63,854	638.54	2.29+	.80+
Springfield, Mass	2,796,568	27,965.68	3,157,717	31,577.17	a361,149	a3,611.49	a11.43+	.79+
Omaha, Nebr	2,729,446	27,294.46	2,283,958	22,839.58	445,488	4,454.88	19.90+	.77+
Louisville, Ky	2,671,198	26,711.98	2,178,477	21,784.77	492,721	4,927.21	22.61+	.75+
Des Moines, Iowa	2,604,846	26,048.46	1,923,559	19,235.59	681,287	6,812.87	35.41+	.74+
Elgin, Ill	2,409,764	24,097.64	2,312,316	23,123.16	97,448	974.48	4.21+	.68+
Nashville, Tenn	2,099,055	20,990.55	1,908,045	19,080.45	191,010	1,910.10	10.10+	.59+
New Orleans, La	1,877,066	18,770.66	1,698,873	16,988.73	178,193	1,781.93	10.48+	.53+
Lincoln, Nebr	1,848,456	18,484.56	1,256,123	12,561.23	592,333	5,923.33	47.15+	.52+
Toledo, Ohio	1,736,245	17,362.45	1,571,126	15,711.26	165,119	1,651.19	10.50+	.49+
Indianapolis, Ind	1,657,115	16,571.15	1,402,239	14,022.39	254,876	2,548.76	18.17+	.47+
Dallas, Tex	1,488,249	14,882.49	1,277,626	12,776.26	210,623	2,106.23	16.48+	.42+
Buffalo, N. Y	1,420,851	14,208.51	1,646,203	16,462.03	a225,352	a2,253.52	a13.69−	.40+
Utica, N. Y	1,045,638	10,456.38	1,113,251	11,132.51	a67,613	a676.13	a6.07+	.29+
Rochester, N. Y	1,038,247	10,382.47	1,118,227	11,182.27	a79,980	a799.80	a7.15+	.29+
Total	279,876,535	2,798,765.35	270,775,482	2,707,754.82	9,101,053	91,010.53	a3.36+	79.49+

a Decrease.

No. 13.—*Number of registered letters and parcels transmitted through the mails from*

States and Territories.	Quarter ended Sept. 30, 1898.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	33,577	1,813	440	38	6,408
Alaska	2,734	332	1,279	20	177
Arizona	9,036	1,124	593	29	1,276
Arkansas	30,580	1,450	160	21	5,364
California	61,678	25,273	12,091	1,857	17,910
Colorado	27,257	3,829	2,477	170	4,454
Connecticut	44,107	5,573	5,448	222	70,711
Delaware	5,392	220	207	9	602
District of Columbia	14,648	2,494	984	287	183,007
Florida	27,547	3,958	793	60	6,717
Georgia	41,762	2,686	457	46	7,097
Idaho	15,286	1,598	327	11	2,007
Illinois	129,207	41,158	14,717	1,868	26,334
Indiana	70,174	7,000	1,790	267	15,605
Indian Territory	11,372	342	87	7	2,037
Iowa	44,980	4,816	1,194	93	11,904
Kansas	30,203	3,337	606	47	9,794
Kentucky	44,217	3,904	517	42	4,283
Louisiana	43,494	3,732	3,293	164	4,577
Maine	45,629	2,179	2,922	48	3,963
Maryland	44,685	1,926	1,553	298	3,762
Massachusetts	109,391	12,547	13,883	1,407	12,446
Michigan	58,658	5,687	5,189	352	12,886
Minnesota	38,857	3,938	2,679	164	8,140
Mississippi	31,495	2,061	256	9	5,048
Missouri	78,964	13,334	2,856	782	21,376
Montana	20,279	2,118	1,821	44	1,961
Nebraska	22,617	2,903	945	135	6,280
Nevada	5,761	498	403	11	764
New Hampshire	22,073	1,030	1,898	116	2,415
New Jersey	71,276	8,609	9,896	427	5,927
New Mexico	8,936	928	259	23	1,052
New York	346,096	62,993	75,447	13,364	34,740
North Carolina	37,469	5,262	97	5	5,441
North Dakota	14,863	601	878	16	2,883
Ohio	87,528	9,526	5,528	2,346	25,058
Oklahoma	17,297	622	60	6	2,176
Oregon	21,874	3,207	1,638	74	4,511
Pennsylvania	194,056	12,944	22,486	2,072	29,469
Rhode Island	17,461	2,391	3,103	297	1,347
South Carolina	20,066	1,220	129	6	3,028
South Dakota	12,746	853	441	20	3,813
Tennessee	43,038	3,031	337	58	5,190
Texas	53,150	5,615	2,508	277	13,448
Utah	11,787	1,437	489	40	1,350
Vermont	16,264	1,082	1,342	41	2,086
Virginia	60,392	3,038	483	65	6,115
Washington	28,102	3,000	2,193	165	4,735
West Virginia	41,376	1,143	363	10	3,898
Wisconsin	44,106	3,827	2,372	232	9,666
Wyoming	8,737	922	213	19	850
Total	2,322,275	290,106	212,077	28,187	626,088

each State and Territory in the United States during the fiscal year ended June 30, 1899.

Quarter ended Dec. 31, 1898.					Quarter ended Mar. 31, 1899.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
49,008	4,800	495	116	8,272	51,564	3,163	477	72	8,120
2,368	923	1,171	64	277	2,199	598	373	60	197
11,801	2,555	722	85	1,377	11,207	1,613	673	83	1,370
42,275	3,562	191	32	6,740	46,127	2,493	188	25	7,028
76,372	50,544	18,121	3,763	18,817	68,136	33,209	13,703	2,376	18,033
33,028	10,272	3,008	422	4,723	32,245	6,342	2,977	282	3,659
49,749	8,497	7,535	366	66,816	49,513	5,808	6,500	189	89,986
6,151	388	254	17	662	5,978	245	221	5	581
18,744	6,694	1,910	541	220,379	16,667	3,307	1,407	597	242,515
27,437	4,622	959	112	5,483	29,455	3,914	1,071	124	4,759
57,066	6,188	857	152	8,242	56,451	4,637	763	99	8,850
18,222	3,241	522	38	2,345	16,443	2,180	524	23	2,121
161,390	71,329	19,580	3,075	26,601	154,071	53,037	16,952	2,382	29,265
87,674	13,382	2,463	477	16,044	92,014	8,627	2,159	348	15,873
17,566	642	137	3	2,414	16,090	496	163	3	2,287
58,116	11,443	1,623	192	12,775	61,050	6,427	1,633	130	12,276
36,721	7,446	875	107	10,492	36,377	4,730	981	97	10,106
52,121	7,984	742	107	5,784	60,643	5,539	699	83	6,026
56,768	5,587	4,037	394	5,634	62,647	4,843	4,548	360	6,284
48,045	3,963	3,470	135	4,399	44,741	2,242	2,983	91	3,931
52,358	2,739	2,205	317	4,224	40,940	1,846	1,686	317	3,913
128,033	26,260	31,050	2,155	12,953	127,683	15,305	26,109	1,826	12,797
76,583	14,129	6,610	804	12,976	71,142	8,570	6,132	379	11,986
53,561	10,142	5,163	346	8,810	48,017	6,680	4,378	265	8,728
41,575	3,676	262	35	5,744	46,621	2,564	290	24	5,342
100,232	29,828	4,115	913	21,708	103,334	36,589	3,377	812	23,945
25,328	5,178	2,658	196	2,032	20,403	2,411	2,073	105	1,940
27,915	7,609	1,705	203	6,067	27,984	3,813	1,354	149	5,831
7,726	1,155	494	12	763	6,482	645	467	11	649
21,811	1,486	2,269	77	2,201	21,599	838	2,248	43	2,173
66,759	6,576	12,638	578	4,789	64,927	5,002	10,885	476	4,846
10,391	1,829	391	42	1,029	9,343	1,105	391	31	1,071
385,953	114,270	100,233	18,814	34,839	358,204	93,459	90,212	17,450	32,755
48,533	7,506	106	26	5,243	51,531	4,576	128	15	5,033
20,293	1,595	1,803	54	3,411	15,629	1,011	1,389	25	2,471
114,889	19,082	6,769	1,153	24,976	121,746	11,462	6,170	876	24,734
21,563	1,402	97	7	2,480	20,681	728	98	13	2,447
28,501	7,233	2,335	191	4,268	25,254	4,217	1,513	124	3,977
238,740	23,000	28,808	2,445	29,091	244,456	14,910	27,505	1,999	29,316
18,597	3,932	3,617	348	1,333	18,216	3,543	3,156	227	1,131
21,793	2,454	172	25	3,418	30,283	1,584	164	18	3,038
19,200	2,042	919	64	4,214	15,796	1,242	803	50	3,575
51,316	5,280	556	96	5,379	57,282	2,932	504	88	4,805
79,921	12,373	3,354	481	16,175	64,232	7,364	3,169	509	14,194
15,771	3,048	760	114	1,293	14,183	1,792	654	79	1,375
17,450	2,204	1,588	65	1,948	16,742	1,276	1,417	34	1,755
71,258	5,558	679	84	6,152	69,979	3,513	628	78	5,829
34,154	8,512	3,978	387	4,993	31,774	4,055	3,120	337	4,940
51,206	2,158	475	24	2,356	52,601	1,309	456	9	4,064
57,984	8,741	3,415	322	9,741	55,602	5,122	2,970	264	8,965
11,652	2,197	398	39	795	8,830	1,099	321	31	885
2,831,668	567,206	298,294	40,615	673,677	2,775,114	404,012	262,762	34,093	711,772

No. 13.—*Number of registered letters and parcels transmitted through the mails from each*

States and Territories.	Quarter ended June 30, 1899.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	48,278	2,893	448	34	6,994	182,427	12,669
Alaska	2,198	603	382	54	213	9,499	2,456
Arizona	11,105	1,661	763	79	1,383	43,149	6,953
Arkansas	34,305	2,607	176	33	5,998	153,287	10,112
California	67,987	20,418	14,789	2,264	17,282	274,173	129,444
Colorado	30,469	5,595	2,680	308	4,546	122,999	26,038
Connecticut	47,944	7,248	5,884	252	77,946	191,313	27,126
Delaware	6,255	219	253	24	458	23,776	1,072
District of Columbia	15,218	3,092	1,329	566	208,473	65,277	15,587
Florida	27,884	2,934	1,195	190	4,287	112,323	15,428
Georgia	52,024	8,250	639	99	7,834	207,303	21,761
Idaho	17,173	2,059	544	87	1,894	67,124	9,073
Illinois	143,527	57,445	16,628	2,629	26,122	588,195	222,969
Indiana	85,379	8,555	2,350	339	15,288	335,241	37,564
Indian Territory	13,725	509	152	1	1,999	58,753	1,989
Iowa	53,879	5,895	1,560	79	12,170	218,025	28,581
Kansas	31,398	4,540	759	49	9,382	134,699	20,053
Kentucky	59,337	5,074	585	86	6,266	216,318	22,501
Louisiana	56,614	4,500	4,321	272	5,957	219,523	18,612
Maine	45,650	2,829	3,550	93	5,215	184,065	11,213
Maryland	52,162	2,028	1,680	285	4,087	190,145	8,539
Massachusetts	127,448	20,206	27,116	1,688	12,180	492,555	74,318
Michigan	66,602	7,720	6,216	378	12,795	272,980	36,106
Minnesota	41,714	6,453	3,966	221	8,155	162,149	27,213
Mississippi	42,292	2,852	290	51	5,436	161,983	11,153
Missouri	91,125	21,265	3,153	936	24,174	373,665	101,016
Montana	20,803	2,543	2,045	79	1,907	86,813	12,250
Nebraska	25,548	3,572	1,091	111	5,704	104,064	17,897
Nevada	6,496	574	455	12	711	26,465	2,872
New Hampshire	21,929	820	2,144	24	2,305	87,412	4,174
New Jersey	71,266	4,401	10,318	462	5,392	274,228	19,585
New Mexico	9,015	1,108	278	27	2,033	37,685	4,970
New York	381,158	89,547	91,547	18,035	33,973	1,471,411	360,269
North Carolina	49,556	4,365	90	11	4,991	187,089	21,709
North Dakota	14,872	883	1,041	11	2,315	65,657	4,090
Ohio	107,244	11,302	6,092	805	25,044	431,407	51,372
Oklahoma	17,678	872	100	10	2,528	77,219	3,624
Oregon	24,394	4,019	1,502	85	3,996	100,023	18,676
Pennsylvania	218,724	17,799	26,550	2,336	31,355	895,976	68,653
Rhode Island	18,165	3,613	3,306	204	1,110	72,439	18,479
South Carolina	24,999	1,362	128	15	2,982	97,141	6,620
South Dakota	13,842	1,078	650	43	3,303	61,584	5,215
Tennessee	55,260	3,032	434	74	5,040	206,896	14,275
Texas	58,911	6,728	2,963	414	13,071	256,214	32,080
Utah	13,171	1,930	583	39	1,385	54,912	8,207
Vermont	17,635	1,364	1,429	55	1,887	68,091	5,926
Virginia	72,126	3,818	602	74	5,922	273,755	15,927
Washington	33,072	4,343	3,478	318	5,155	127,102	19,910
West Virginia	54,423	1,321	471	15	3,974	199,606	5,931
Wisconsin	53,248	4,627	2,798	357	9,768	210,940	22,317
Wyoming	9,443	1,062	296	15	1,016	38,662	5,280
Total	2,664,670	383,533	261,794	34,678	663,401	10,593,727	1,644,857

RECAPITULATION.

Total domestic letters	10,593,727	
Total domestic parcels	1,644,857	
		12,238,584
Total foreign letters	1,034,927	
Total foreign parcels	137,573	
		1,172,500
Free		2,674,938
Grand total		16,086,022
Fees received		$1,072,886.72

State and Territory in the United States during the fiscal year ended June 30, 1899—Cont'd.

Total.			Grand total of letters and parcels registered for year ended June 30, 1899.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,860	260	29,794	227,010	$15,777.28	8,878	$822.16	4.07	5.49
3,205	198	864	16,222	1,228.64	6,998	538.32	75.86	77.98
2,751	276	5,406	58,535	4,250.32	a1,517	a40.96	a2.52	a.95
715	111	25,125	189,350	13,138.00	a2,558	a113.52	a1.33	a.85
58,704	10,260	72,042	544,623	37,806.48	20,319	2,181.84	3.87	6.12
11,142	1,182	17,382	178,743	12,908.88	550	296.80	.30	2.35
25,367	1,029	305,459	550,294	19,586.80	a2,509	1,251.12	a.45	6.82
935	55	2,303	28,141	2,067.04	1,407	174.48	5.26	9.21
5,630	1,991	854,374	942,859	7,078.80	a40,223	740.08	a4.09	11.67
4,018	486	21,246	153,501	10,580.40	1,801	347.60	1.18	3.39
2,716	396	32,023	264,199	18,574.08	a2,581	285.52	a.96	1.56
1,917	109	8,367	86,590	6,257.84	a984	36.32	a1.12	.58
67,877	9,954	108,322	997,317	71,119.60	58,999	6,358.08	6.28	9.81
8,762	1,431	62,810	445,808	30,639.84	99,864	8,212.16	28.86	36.61
539	14	8,737	70,032	4,903.60	a4,705	a200.48	a6.29	a3.92
6,010	494	49,125	302,235	20,248.80	a15,282	950.40	a4.81	4.92
3,221	300	39,774	198,047	12,661.84	a11,760	525.28	a5.60	4.32
2,543	318	22,359	264,039	19,334.40	4,220	902.88	1.62	4.89
16,199	1,190	22,452	277,976	20,441.92	26,328	2,413.92	10.46	13.38
12,925	367	17,508	226,078	16,685.60	a6,165	a5.68	a2.65	a.03
7,124	1,217	15,986	223,011	16,562.00	4,845	425.36	2.22	2.63
98,158	7,076	50,376	722,483	53,768.56	4,886	1,224.96	.68	2.33
24,147	1,913	50,643	385,789	26,811.68	24,282	3,141.36	6.71	13.27
16,186	996	33,833	260,377	18,123.52	a4,826	536.00	1.81	3.04
1,098	119	21,570	195,923	13,948.24	1,087	561.44	.55	4.19
13,501	3,443	91,203	582,818	39,329.20	54,843	5,194.72	10.38	15.21
8,597	424	7,840	115,924	8,646.72	3,867	516.32	3.45	6.35
5,095	598	23,882	151,536	10,212.32	a2,567	891.28	a1.66	9.56
1,819	46	2,887	34,089	2 496.16	454	130.16	1.34	5.50
8,559	260	9,094	109,499	8,032.40	a3,319	56.16	a2.94	.70
43,737	1,943	20,954	360,450	27,159.68	16,804	2,108.32	4.88	8.41
1,319	123	5,185	49,282	3,527.76	1,108	110.24	2.28	3.22
357,439	67,663	136,307	2,393,089	180,542.56	37,224	7,668.64	1.58	4.43
421	57	20,708	229,984	16,742.08	15,019	1,636.24	6.98	10.82
5,111	106	11,080	86,044	5,997.12	2,915	524.88	3.50	9.59
24,559	5,180	99,812	612,330	41,001.44	50,389	6,094.56	8.96	17.45
355	36	9,631	90,865	6,498.72	8,518	735.84	10.34	12.76
6,988	474	16,752	142,913	10,092.88	7,287	762.90	5.37	8.17
105,299	8,852	119,231	1,198,011	86,302.40	55,557	6,528.80	4.86	8.18
13,182	1,076	4,921	105,097	8,014.08	5,397	570.24	5.41	7.66
593	64	12,466	116,884	8,353.44	a3,412	11.76	a2.83	.14
2,813	177	14,905	84,694	5,583.12	541	470.88	.64	9.21
1,831	316	20,414	243,732	17,865.44	30,387	2,705.60	14.24	17.84
11,994	1,681	56,888	358,857	24,157.52	a9,220	270.40	a2.68	1.13
2,486	272	5,403	71,280	5,270.16	238	108.56	.33	2.10
5,776	195	7,676	87,664	6,399.04	246	371.36	.28	6.16
2,392	301	24,018	316,393	23,390.00	22,843	2,235.20	7.78	10.56
12,764	1,207	19,823	180,806	12,878.64	12,111	1,240.96	7.22	10.66
1,765	58	14,292	221,652	16,588.80	9,662	1,190.08	4.55	7.72
11,555	1,175	38,140	284,127	19,678.96	a4,511	797.12	a1.56	4.22
1,228	104	3,546	48,820	3,621.92	1,772	189.52	3.76	5.52
1,034,927	137,573	2,674,938	16,086,022	1,072,886.72	485,802	74,686.88	8.11	7.48

a Decrease.

No. 14.—*Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1899, and the increase in registry fees collected thereat as compared with the previous year.*

Cities.	Letters registered with fee prepaid.	Parcels registered with fee prepaid.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters and parcels received for distribution.	Registered packages received.	Registered packages received in transit.	Registered packages made up and dispatched.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and parcels registered free.	Total number of registered articles handled.	Total amount of registry fees collected.	Increase.	
															Fees.	Per cent.
New York, N. Y	1,048,897	274,236	a1,868,767		1,197,274	1,234,976	1,000,247	791,226	64,556	60,609	11,164	40,245	7,592,197	$105,850.64	$6,486.64	6.52
Chicago, Ill	390,132	159,870	852,635	95,418	65,032	737,641	926,999	478,705	85,390	80,772	3,715	43,666	3,919,975	44,000.16	4,342.32	10.94
Boston, Mass	275,056	35,940	409,037	20,656	84,703	292,589	491,206	182,980	48,400	44,339	2,893	22,292	1,910,091	24,879.68	779.04	3.23
Philadelphia, Pa	218,511	35,172	393,932	27,926	5,546	245,597	262,930	146,492	44,353	40,355	322	43,041	1,464,177	20,294.64	1,446.64	7.67
Brooklyn, N. Y	142,059	86,119	192,156	18,480	5,033	101,962	22,215	202,497	32,817	32,632		24,055	860,025	18,254.24	b 517.28	b 2.75
San Francisco, Cal	106,442	87,217	a 220,087		148,416	159,038	106,529	118,558	12,785	12,686		19,005	990,763	15,492.72	2,451.20	18.79
St. Louis, Mo	92,835	59,041	265,263	15,857	9,018	235,716	924,900	177,205	52,429	52,428	7,784	57,039	1,949,515	12,150.08	1,149.92	10.45
Baltimore, Md	87,821	6,412	a 168,821		2,907	124,417	146,586	70,741	11,987	10,622	425	7,069	637,808	7,538.64	573.60	8.23
Washington, D. C	69,564	17,468	339,613	59,219	6,098	315,912	332,020	817,472	35,435	39,197	2,510	854,275	2,888,783	6,962.56	728.48	11.68
Pittsburg, Pa	67,589	4,420	117,095	2,681	1,693	92,938	504,621	48,844	15,726	15,038	3,395	1,520	875,560	5,760.72	1,956.72	51.49
New Orleans, La	60,316	8,776	110,114	6,131	28,146	93,970	151,758	59,412	14,004	13,097	136	3,195	549,055	5,527.36	292.00	5.57
Cincinnati, Ohio	51,020	13,396	162,418	14,387	1,495	152,769	405,445	53,854	31,307	31,285	5,516	31,352	954,744	5,152.28	657.48	14.62
Cleveland, Ohio	48,237	8,964	143,574	10,803	16,111	73,787	370,307	46,295	17,781	17,576	5,206	8,643	767,284	4,576.08	562.16	14
Providence, R. I	38,620	12,628	51,420	4,403	836	39,998	34,587	34,221	1,790	1,735	297	808	220,843	4,099.84	473.60	13.06
Detroit, Mich	38,235	12,795	a 97,268		80,169	89,794	129,767	49,281	15,015	14,926	786	2,270	480,306	4,082.40	658.20	19.04
Buffalo, N. Y	44,713	6,290	116,255	5,359	27,765	100,340	119,605	51,122	14,855	14,575	1,255	4,505	506,639	4,060.24	49.60	1.23
Newark, N. J	43,979	2,742	45,242	5,786	1,345	33,876	2,254	31,435	901	1,388		1,832	170,780	3,737.68	549.52	17.23
Des Moines, Iowa	43,013	1,327	33,876	1,539	436	31,525	27,980	31,763	1,809	1,353	1	485	175,107	3,547.20	572.40	19.23
Los Angeles, Cal	30,900	9,488	36,960	5,589	1,283	35,578	106,612	32,189	5,871	5,637		2,332	272,439	3,231.04	196.56	6.47
Denver, Colo	31,108	9,081	59,713	5,043	1,926	56,855	143,940	33,792	8,517	8,249	31	984	359,239	3,215.12	317.60	10.96
Hartford, Conn	37,506	2,387	41,894	2,636	3,169	30,452	40,262	27,369	3,121	3,029	680	1,616	194,121	3,191.44	697.04	27.94
Minneapolis, Minn	28,174	10,301	68,519	6,561	936	64,819	16,905	32,009	4,564	4,507	10	3,352	240,657	3,079.00	136.28	4.68
Kansas City, Mo	31,092	6,413	69,233	8,118	1,672	71,044	415,007	35,382	29,619	20,338	7,835	1,664	697,417	3,000.40	581.20	24.02
New Haven, Conn	31,780	5,145	26,745	8,290	2,782	18,273	33,439	25,652	2,314	2,149		592	157,161	2,954.00	238.80	8.79
Louisville, Ky	21,972	9,244	75,017	5,071	695	73,231	157,375	31,418	12,763	12,409	2,459	1,923	403,577	2,497.28	b 21.12	b .83
Milwaukee, Wis	25,355	4,672	80,409	6,962	888	68,599	54,690	29,749	4,813	4,430	3	2,171	282,741	2,402.16	b 292.40	b 10.85
Portland, Oreg	19,596	9,795	55,969	7,854	852	49,870	124,500	23,000	8,395	8,085	1,860	548	310,314	2,351.28	222.80	10.46
St. Paul, Minn	22,901	5,710	61,081	3,374	52,824	65,647	316,383	39,241	12,528	11,808	724	1,674	593,345	2,288.88	67.84	3.05
Seattle, Wash	18,674	6,583	33,707		21,888	33,141	61,621	27,407	5,429	5,438	638	928	215,454	2,020.56	8.32	.41
Omaha, Nebr	21,038	3,474	47,268	4,380	978	41,127	220,402	26,015	11,556	10,758	3	610	387,609	1,960.96	375.04	2.36
Total	3,187,135	915,106	6,244,028	352,523	1,721,916	4,765,481	7,651,092	3,755,326	610,830	580,950	59,648	1,183,191	31,027,226	328,179.28	25,735.20	8.41

a Includes third and fourth-class parcels.

b Decrease.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1899, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories		$3,723,582.10
Postage stamps from the Washington agency	250,360	72,001,614.50
Stamped envelopes and newspaper wrappers from the agency at Hartford	288,495	12,598,602.21
Postal cards from the agency at Piedmont, W. Va., and the subagencies at Cincinnati, St. Louis, Troy, and Washington	114,547	3,884,782.55
Surplus money-order funds remitted for deposit by registered mail		180,185,343.43
Total for the Post-Office Department	653,402	272,393,874.79
Secretary of the Treasury received	20,895	60,882,909.76
Secretary of the Treasury sent	2,680	196,873.24
Register of the Treasury received	6,019	73,527,380.96
Register of the Treasury sent	9,783	109,951,754.71
Commissioner Internal Revenue received	9,068	21,457,199.57
Commissioner Internal Revenue sent	81,357	314,112,736.31
Comptroller of the Currency received	1,470	31,619,860.00
Comptroller of the Currency sent	816	45,493,640.00
Auditor for Post-Office Department received	12,857	30,773.03
Auditor for Post-Office Department sent	388	4,423.41
Treasurer United States received	21,957	84,381,721.86
Treasurer United States sent	10,453	11,826,320.50
Assistant Treasurers of the United States received	81,889	9,376,183.43
Assistant Treasurers of the United States sent	13,825	552,888,633.15
Total for the Treasury Department	273,457	1,315,750,409.93
Aggregate	926,859	a 1,588,144,284.72

a An increase over the year ending June 30, 1898, of $279,283,391.20, or 21 + per cent.

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1899.*

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
Aberdeen, S. Dak	1	232	8	240	1	$19.20	19
Adams, Mass	1	425	11	436	1	28.14	10
Adrian, Mich	1	754	20	774	80	55.60	11
Akron, Ohio	2	4,733	322	5,055	26	404.24	20
Alameda, Cal	1	2,491	98	2,589	1	207.12	15
Albany, N. Y	5	21,820	1,430	23,250	1,341	1,763.76	12
Albert Lea, Minn	1	99	6	105	1	8.40	31
Albion, Mich	1	767	2	769	5	61.20	12
Albuquerque, N. Mex	1	323	16	339	12	27.04	10
Alexandria, Va	1	1,843	10	1,853		175.28	8
Allegheny, Pa	8	22,823	3,621	26,444	1,227	2,115.52	5
Allentown, Pa	1	2,947	169	3,116	19	249.20	6
Alliance, Ohio	1	1,364	52	1,416	35	112.88	19
Alpena, Mich	1	309	13	322		25.96	30
Alton, Ill	1	685	18	703	4	55.92	10
Altoona, Pa	1	3,292	586	3,878	27	309.76	11
Americus, Ga	1	905	40	945		75.60	10
Amesbury, Mass	1	866	29	895	71	70.96	11
Amherst, Mass	1	1,001	47	1,048		83.84	15
Amsterdam, N. Y	2	1,496	64	1,560	47	120.76	22
Anaconda, Mont	1	497	15	512	58	39.36	24
Anderson, Ind	1	1,886	104	1,990	21	159.20	10
Andover, Mass	1	1,323	50	1,373		109.44	19
Annapolis, Md	1	1,511	17	1,528	20	121.28	6
Ann Arbor, Mich	1	2,389	169	2,558	17	204.64	15
Anniston, Ala	1	1,499	15	1,514	10	120.32	31
Ansonia, Conn	1	1,119	33	1,152	11	92.16	15

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1899*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
Appleton, Wis	1	674	47	721	6	$57.20	10
Arkansas City, Kans	1	485	20	505	2	40.32	19
Asbury Park, N. J	2	4,676	51	4,727	430	359.20	13
Asheville, N. C	1	2,262	58	2,320	37	185.04	14
Ashland, Ohio		249	1	250	3	.88	20
Ashland, Wis		793	16	809	10		17
Ashtabula, Ohio	2	831	30	861	2	68.88	15
Astoria, Oreg	1	315	25	340	5	27.04	7
Atchison, Kans	1	1,762	34	1,796	14	143.68	19
Athens, Ga	1	1,083		1,083		86.64	20
Athol, Mass	1	589	26	615	26	47.04	24
Atlanta, Ga	6	20,952	1,586	22,538	248	1,779.76	20
Atlantic, Iowa		239	9	248	13		11
Atlantic City, N. J	7	18,558	176	18,734	487	1,451.68	20
Attica, Ind	1	179		179	2	14.16	6
Attleboro, Mass	1	1,085	46	1,131	20	89.52	10
Auburn, Me		1,026	41	1,067	21		15
Auburn, N. Y	1	3,179	78	3,257	123	250.84	20
Augusta, Ga	1	5,089	155	5,244	40	354.56	15
Augusta, Me	2	1,602	114	1,716	58	137.28	20
Aurora, Ill	1	1,677	163	1,840	19	146.64	14
Austin, Ill	2	907	2	909	7	72.16	14
Austin, Minn	1	289	8	297	2	23.76	17
Austin, Tex	1	2,219	97	2,316	9	184.56	29
Baltimore, Md	30	75,201	25,151	100,352	3,686	8,028.16	30
Bangor, Me	1	3,876	722	4,598	21	343.60	8
Barre, Vt	1	365	59	424	6	33.52	19
Batavia, Ill	1	45	1	46		3.68	20
Batavia, N. Y	1	944	50	994		79.52	15
Bath, Me	1	1,232	119	1,351	11	108.08	30
Baton Rouge, La	1	1,563	36	1,599	5	127.52	10
Battle Creek, Mich	1	2,086	62	2,148		171.84	15
Bay City, Mich	1	1,556	54	1,610	28	128.16	19
Bayonne, N. J	1	2,052	116	2,168	1	173.44	30
Beatrice, Nebr	1	502	15	517	9	40.64	15
Beaver Falls, Pa	1	1,303	26	1,329	16	105.04	20
Belfast, Me	1	243	9	252	3	20.16	18
Bellaire, Ohio	1	682	18	700	11	55.52	10
Bellefontaine, Ohio	1	582	16	598	2	47.68	14
Bellefonte, Pa	1	469	1	470	1	37.52	9
Belleville, Ill	1	418	8	426	6	34.08	13
Beloit, Wis	1	660	32	692	15	54.24	13
Belvidere, Ill		415	23	438	6	34.56	5
Bennington, Vt	1	488	24	512	9	40.24	10
Benton Harbor, Mich	1	454	13	467	2	37.20	15
Berkeley, Cal	1	1,698	86	1,784	24	139.88	17
Bethlehem, Pa	1	1,078	24	1,102	1	87.52	24
Beverly, Mass	1	1,771	55	1,826	26	144.32	15
Biddeford, Me	1	656	15	671	15	52.48	13
Binghamton, N. Y	2	4,910	170	5,080	45	381.04	16
Birmingham, Ala	2	6,444	226	6,670	16	530.64	19
Bloomfield, N. J	1	866	21	887	1	70.96	10
Bloomington, Ill	1	1,858	172	2,030	21	162.40	10
Bloomington, Ind	1	557	15	572	13	45.76	15
Bloomsburg, Pa	1	625	19	644	4	51.44	17
Boise, Idaho	1	418	16	434	4	34.48	6
Boone, Iowa	1	320	12	332		26.56	30
Boston, Mass	95	231,388	56,710	288,098	25,060	23,144.07	16
Boulder, Colo	1	806	19	825	55	63.20	15
Bowling Green, Ky	2	655		655	5	51.92	11
Braddock, Pa	1	1,753	84	1,837	21	146.88	17
Bradford, Pa	1	1,720	60	1,780	7	142.32	15
Brattleboro, Vt		900	39	939	5	69.44	14
Brazil, Ind		180	6	186	3	12.16	30
Bridgeport, Conn	3	11,298	1,010	12,308	32	975.28	22
Bridgeton, N. J	1	1,135	18	1,153	21	89.28	11
Bristol, Conn	1	663	45	708	9	56.40	15
Bristol, Tenn	1	706	8	714	14	56.72	42

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1899*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other points.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
Brockton, Mass	3	4,832	549	5,381	170	$425.76	13
Brooklyn, N. Y	52	128,743	21,390	150,133	7,026	12,010.64	17
Brunswick, Ga	1	669	11	680	28	52.48	25
Brunswick, Me	1	165		165	1	18.12	10
Bucyrus, Ohio	1	564	10	574	49	40.48	15
Buffalo, N. Y	18	43,343	7,566	50,909	751	4,074.32	16
Burlington, Iowa	1	1,902	719	2,621	19	209.68	24
Burlington, N. J	1	749	9	758		60.64	13
Burlington, Vt	1	2,341	81	2,422	4	198.76	11
Butler, Pa	1	1,305	63	1,368	37	106.40	19
Butte, Mont	1	1,661	138	1,799	85	143.92	19
Cairo, Ill	3	1,430	5	1,435	17	113.92	20
Calumet, Mich		239	1	240	1	19.20	30
Cambridge, Ohio	1	301	11	312	9	24.48	16
Camden, N. J	2	6,112	209	6,321	450	505.60	19
Canandaigua, N. Y	2	670	14	684	16	53.36	11
Canton, Ill	1	566	20	586		46.80	5
Canton, Ohio	1	5,009	341	5,350	24	360.00	9
Carbondale, Pa	1	833	3	836	2	66.88	9
Carlisle, Pa	1	1,215	42	1,257	21	98.88	8
Carthage, Mo	1	599	32	631	19	50.48	11
Cedar Falls, Iowa	1	321	11	332		26.56	10
Cedar Rapids, Iowa	1	2,068	90	2,158	14	172.64	10
Central Falls, R. I	1	588	10	598	9	47.12	10
Chambersburg, Pa	1	925	32	957	1	76.56	11
Champaign, Ill	1	701	38	739	28	56.92	12
Charleston, Ill	2	159	5	164	3	12.88	10
Charleston, S. C	1	5,098	168	5,266		413.68	20
Charleston, W. Va	1	1,704	43	1,747	4	139.52	30
Charlotte, N. C	1	2,812	33	2,845	11	227.60	17
Charlottesville, Va	2	1,510	12	1,522	82	115.28	12
Chattanooga, Tenn	4	5,900	187	6,087	144	479.36	10
Chester, Pa	1	2,544	145	2,689	8	214.48	20
Cheyenne, Wyo	1	367	17	384	6	30.64	10
Chicago, Ill	116	200,837	65,989	266,826	25,444	21,410.80	15
Chicopee Falls, Mass	1	487	7	494	3	39.52	13
Chillicothe, Mo		429	19	448	10		4
Chillicothe, Ohio	1	1,252	51	1,303	38	111.12	13
Chippewa Falls, Wis	1	404	10	414	9	32.80	9
Cincinnati, Ohio	26	63,237	21,668	84,905	4,999	6,792.42	14
Circleville, Ohio	1	669	19	688	11	54.64	15
Clarksburg, W. Va	1	622	26	648	22	49.36	17
Clarksville, Tenn	1	484	10	494	4	39.52	25
Cleveland, Ohio	18	47,562	21,391	68,953	688	5,484.96	17
Clinton, Iowa		709	32	741	7	58.24	30
Clinton, Mass	2	1,120	57	1,177	1	23.04	12
Clinton, Mo	1	171	7	178	10	13.28	28
Cohoes, N. Y	1	1,019	51	1,070		85.60	13
Coldwater, Mich	1	355	11	366	51	25.20	10
Colorado Springs, Colo	1	3,642	267	3,909		310.48	5
Columbia, Pa	1	768	9	777	6	61.76	15
Columbia, S. C	1	2,634	40	2,674	83	213.92	15
Columbia, Tenn	1	222		222	1	17.68	25
Columbus, Ga	1	2,561	30	2,591	18	205.84	10
Columbus, Ind	1	678	34	712	13	56.96	11
Columbus, Ohio	1	25,673	2,676	28,349	248	1,993.81	33
Concord, N. H	1	3,694	331	4,025	16	320.72	14
Connellsville, Pa	1	961	38	999	28	78.40	14
Connersville, Ind	1	575	11	586	5	5.92	11
Corning, N. Y	1	971	34	1,005	18	78.70	20
Corry, Pa	1	717	19	736	7	58.88	9
Corsicana, Tex	1	473	5	478	3	38.24	15
Cortland, N. Y	1	1,075	24	1,099	7	87.12	14
Coshocton, Ohio	1	387	5	392	4	31.04	17
Council Bluffs, Iowa	1	2,125	98	2,223	18	176.64	27
Covington, Ky	1	3,807	146	3,953	14	311.60	21
Crawfordsville, Ind	1	966	15	981	12	78.00	5
Creston, Iowa	1	362	46	408	23	32.08	27

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1899*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from othe places.	Number [of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
Cripple Creek, Colo	1	743	27	770	23	$61.20	37
Cumberland, Md	1	2,396	164	2,560		204.80	9
Dallas, Tex	3	7,592	540	8,132	109	647.36	20
Danbury, Conn	1	2,042	119	2,161		172.88	12
Danville, Ill	1	1,643	66	1,709	2	136.72	20
Danville, Pa	1	466	12	478	3	38.00	17
Danville, Va	3	1,572	49	1,621	21	129.28	26
Davenport, Iowa	1	1,671	282	1,953	25	156.16	18
Dayton, Ohio	4	11,454	1,418	12,872	16	1,022.64	9
Deadwood, S. Dak		123	6	129	1	3.84	22
Decatur, Ill	1	2,127	192	2,319	39	182.08	7
Decorah, Iowa	1	124	2	126	3	10.00	8
Defiance, Ohio	2	563	18	581	7	46.00	16
De Kalb, Ill	1	54	2	56	1	4.40	15
Delaware, Ohio	1	1,026	37	1,063	6	85.04	15
Denison, Tex	1	691	40	731	33	58.48	11
Denver, Colo	10	27,471	5,883	33,354	177	2,668.32	23
Derby, Conn	1	863	18	881	19	68.96	14
Des Moines, Iowa	2	5,912	879	6,791	154	543.28	8
Detroit, Mich	11	31,977	6,041	38,018	3,031	3,041.44	14
Dixon, Ill	1	578	34	612	5	48.48	19
Dover, N. H	1	1,439	74	1,513	1	119.24	16
Dowagiac, Mich		36	3	39			11
Dubois, Pa	1	582	47	629	16	50.24	16
Dubuque, Iowa	1	2,239	237	2,476	14	196.96	14
Duluth, Minn	1	4,805	1,670	6,475	103	352.00	16
Dunkirk, N. Y	1	797	30	827	5	65.92	22
Durham, N. C	1	760	7	767	6	61.04	15
East Liverpool, Ohio	1	1,438	48	1,486		118.88	5
Easton, Pa	4	3,257	290	3,547	49	282.64	12
East Orange, N. J	1	5,276	206	5,482	41	360.00	30
East Providence, R. I	1	150	1	151		12.08	8
East St. Louis, Ill	1	968	55	1,023		81.84	30
Eau Claire, Wis	1	1,190	60	1,250		100.00	25
Elgin, Ill	1	1,418	140	1,558	22	124.56	17
Elizabeth, N. J	1	5,312	460	5,772	77	448.64	26
Elkhart, Ind	1	1,158	122	1,280	6	90.00	6
Elmira, N. Y	3	4,771	330	5,101	49	408.36	40
El Paso, Tex	1	639	19	658	66	52.64	20
Elwood, Ind	1	779	29	808	23	62.88	33
Elyria, Ohio	1	929	47	976	9	78.08	7
Emporia, Kans	1	1,022		1,022		81.76	10
Englewood, N. J	1	1,576	22	1,598	81	121.36	8
Erie, Pa	2	5,237	281	5,518	71	441.44	15
Escanaba, Mich	1	260	2	262	5	20.96	13
Eureka, Cal		174	9	183	7		15
Evanston, Ill	1	3,774	173	3,947	52	314.00	17
Evansville, Ind	1	3,239	118	3,357	4	268.56	20
Everett, Mass	1	3,107	98	3,205	95	254.56	12
Fairfield, Iowa	1	180	7	187	1	14.96	19
Fairmount, W. Va	1	371	19	390		31.20	13
Fall River, Mass	2	6,585	945	7,530	45	602.00	8
Fargo, N. Dak	1	1,036	44	1,080	18	86.40	15
Faribault, Minn	1	422	7	429	17	33.12	25
Findlay, Ohio	1	1,626	73	1,699	2	136.00	13
Fitchburg, Mass	1	3,253	160	3,413	10	273.04	13
Flint, Mich	1	975	70	1,045	110	74.80	15
Flushing, N. Y	1	2,604	154	2,758	14	219.56	12
Fond du Lac, Wis	2	833	23	856	15	14.64	28
Fort Atkinson, Wis	1	109	2	111		8.88	19
Fort Dodge, Iowa	1	346	2	348	2	27.52	16
Fort Madison, Iowa	1	494	1	495	2	38.48	22
Fort Scott, Kans	2	796	28	824	18	65.92	13
Fort Smith, Ark	1	1,092	27	1,119	22	87.76	7
Fort Wayne, Ind	2	5,231	337	5,568	54	445.44	9
Fort Worth, Tex	2	4,467	215	4,682	67	372.80	30
Fostoria, Ohio	1	626	26	652		52.16	10
Frankfort, Ind	1	887	10	897	21	70.88	11

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							Minutes.
Frankfort, Ky	1	1,637	12	1,649		$131.90	10
Franklin, Pa	1	965	65	1,030	2	82.38	12
Frederick, Md	1	1,113	39	1,152	2	92.16	9
Fredonia, N. Y		92	1	93	2	7.28	8
Freeport, Ill	1	1,127	38	1,165	4	93.12	10
Fremont, Nebr	1	553	13	566	3	44.40	11
Fremont, Ohio	1	906	13	919	3	73.44	12
Fresno, Cal	1	1,184	27	1,211	8	96.88	20
Fulton, N. Y	1	505	16	521	6	41.28	20
Gainesville, Tex	1	590	12	602		48.16	38
Galesburg, Ill	1	1,694	89	1,783		141.84	20
Galion, Ohio	1	469	11	480	3	38.40	20
Galveston, Tex	1	4,204	347	4,551	83	340.40	20
Geneva, N. Y	2	1,401	49	1,450		116.00	15
Glens Falls, N. Y	1	1,317	36	1,353	66	104.16	22
Gloucester, Mass	1	1,902	61	1,963	65	135.44	11
Gloversville, N. Y	1	1,322	97	1,419	15	113.36	15
Goshen, Ind	1	578	68	646	27	51.36	8
Grand Forks, N. Dak	1	921	34	955	13	75.36	12
Grand Island, Nebr	1	544	20	564	5	44.88	12
Grand Rapids, Mich	3	8,506	621	9,127	461	730.16	8
Great Falls, Mont	1	332	20	352	1	9.52	38
Greeley, Colo	1	192	10	202	14	11.84	20
Green Bay, Wis	2	1,008	39	1,047	9	74.96	24
Greenfield, Mass	1	1,286	97	1,383	68	109.76	17
Greensboro, N. C	1	1,607	34	1,641	11	130.88	15
Greensburg, Pa	1	1,559	48	1,607	58	128.00	14
Greenville, Miss	1	732		732	8	58.56	20
Greenville, Ohio	1	488	34	522	11	40.72	9
Greenville, S. C	1	1,720	49	1,769	11	140.72	23
Greenville, Tex	1	316	3	319	4	25.52	22
Grinnell, Iowa	1	272	3	275	3	21.84	14
Guthrie, Okla	1	559	8	567	41	27.72	22
Hackensack, N. J	1	1,394	23	1,417	15	112.06	10
Hagerstown, Md	1	1,917	37	1,954		156.32	14
Hamilton, Ohio	1	2,601	211	2,812	13	224.96	15
Hammond, Ind	1	638	17	655	22	41.84	19
Hannibal, Mo	1	799	15	814	50	65.12	16
Harrisburg, Pa	6	8,617	488	9,105	110	727.92	11
Hartford, Conn	6	18,799	3,617	22,416	572	1,778.32	17
Hastings, Nebr		410	11	421	2		5
Haverhill, Mass	2	5,255	674	5,929	297	410.16	24
Hazleton, Pa	1	1,026	42	1,068	15	85.44	6
Helena, Mont	1	911	60	971	74	72.72	11
Henderson, Ky	1	559	6	565	14	44.72	12
Hillsboro, Tex	1	236	2	238	7	8.80	27
Hillsdale, Mich	1	552	19	571	21	44.00	10
Hoboken, N. J	3	7,101	150	7,251	187	580.08	9
Holland, Mich	1	212	1	213	1	10.16	10
Holyoke, Mass	1	3,921	277	4,198	19	334.32	29
Hoosick Falls, N. Y	1	514	10	524	7	41.92	15
Hornellsville, N. Y	1	1,255	10	1,265	33	100.08	10
Hot Springs, Ark	1	2,412		2,412	152	180.80	20
Houston, Tex	1	6,283	288	6,571	58	360.00	36
Hudson, N. Y	1	1,295	8	1,303	10	100.16	13
Huntingdon, Pa	1	665	13	678		54.24	20
Huntington, Ind	1	583	21	604	15	47.20	17
Huntington, W. Va	1	1,032	24	1,056	3	84.45	15
Huntsville, Ala	1	1,817	12	1,829	158	144.72	49
Hutchinson, Kans	1	1,445	15	1,460	8	116.80	9
Hydepark, Mass	2	2,230	138	2,368	3	188.56	19
Ilion, N. Y	1	448	16	464	2	37.12	17
Independence, Iowa		133	2	135	1	10.56	12
Indiana, Pa	1	446	5	451	8	35.52	12
Indianapolis, Ind	13	36,060	7,507	43,587	1,022	3,484.88	14
Ionia, Mich	1	371	14	385		30.80	20
Iowa City, Iowa	1	431	23	454	2	36.16	30
Iron Mountain, Mich	1	180	2	182	2	8.56	24

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							Minutes.
Ironton, Ohio	1	690	18	708		$56.64	7
Ironwood, Mich	1	107	4	111	2	8.12	9
Ishpeming, Mich		227	4	231	3		19
Ithaca, N. Y	3	3,177	351	3,528	11	279.84	21
Jackson, Mich	1	2,473	127	2,600	70	208.00	6
Jackson, Miss	1	1,439	20	1,459	33	114.08	10
Jackson, Tenn	1	1,091	14	1,105	1	88.40	31
Jacksonville, Fla	2	7,033	248	7,281	269	567.52	30
Jacksonville, Ill	1	1,189	50	1,239	13	98.08	19
Jamaica, N. Y	1	1,093	7	1,100	36	81.84	13
Jamestown, N. Y	1	2,347	75	2,422	4	193.60	9
Janesville, Wis	1	959	45	1,004	14	79.36	30
Jefferson City, Mo	1	909	5	914	25	71.12	26
Jeffersonville, Ind	1	759	10	769	1	61.36	18
Jersey City, N. J	15	17,492	1,059	18,551	285	1,483.92	30
Johnstown, N. Y	1	594	15	609	4	48.40	16
Johnstown, Pa	1	2,989	163	3,152	52	252.00	9
Joliet, Ill	1	1,964	102	2,066	8	164.80	22
Joplin, Mo	1	1,264	45	1,309	27	104.64	12
Kalamazoo, Mich	1	2,618	110	2,728	129	215.68	9
Kankakee, Ill	1	597	25	622	7	49.20	19
Kansas City, Kans	2	4,059	160	4,219	195	337.52	35
Kansas City, Mo	15	33,193	7,718	40,911	2,914	3,387.04	15
Kearney, Nebr	1	349	7	356	6	25.04	26
Keene, N. H	1	1,370	70	1,440		115.20	10
Kenosha, Wis		937	30	967	10		15
Kenton, Ohio	1	442	10	452	6	35.84	20
Keokuk, Iowa	1	1,605	130	1,735	9	137.92	38
Key West, Fla	1	736	5	741	177	50.72	9
Kingston, N. Y	2	2,906	89	2,995	14	238.56	18
Kirksville, Mo	1	539	19	558	19	44.32	31
Kittanning, Pa	1	638	25	663	7	52.24	10
Knoxville, Tenn	2	4,466	284	4,750	56	371.60	10
Kokomo, Ind	1	932	47	979	7	77.76	15
Laconia, N. H		589	18	607		48.56	15
La Crosse, Wis	1	1,780	166	1,946	4	155.36	14
Lafayette, Ind	1	2,862	351	3,213	101	256.08	17
Lancaster, Ohio	1	963	33	996	39	76.32	9
Lancaster, Pa	1	4,902	169	5,071		358.88	17
Lansing, Mich	1	2,421	139	2,560	113	204.80	11
Laporte, Ind	1	646	12	658	10	52.56	15
Laramie, Wyo		142	5	147	4		11
Laredo, Tex		148	3	151	9		36
Lasalle, Ill		297	7	304	14		48
Lawrence, Kans	1	1,586	93	1,679		134.32	21
Lawrence, Mass	2	5,137	624	5,761	6	460.88	12
Leadville, Colo	1	831	59	890	19	70.56	15
Leavenworth, Kans	1	1,875	34	1,909	10	152.56	18
Lebanon, Pa	1	1,253	51	1,304	16	91.36	10
Leominster, Mass	1	1,010	67	1,077	41	81.12	15
Lewiston, Me	1	1,750	96	1,846	51	144.08	19
Lexington, Ky	3	6,320	151	6,471	62	512.56	26
Lima, Ohio	1	2,245	133	2,378	23	189.20	10
Lincoln, Ill	1	439	52	491	28	37.04	17
Lincoln, Nebr	2	5,859	202	6,061	4	484.80	19
Little Falls, N. Y	1	985	3	988		79.04	14
Little Rock, Ark	1	3,271	142	3,413	20	272.56	20
Lock Haven, Pa	1	895	35	930	1	74.32	20
Lockport, N. Y	1	1,752	57	1,809		144.72	10
Logansport, Ind	1	1,683	58	1,741	19	138.36	15
Long Branch, N. J	1	1,905	23	1,928	29	154.24	15
Long Island City, N. Y	1	3,089	44	3,133	23	250.64	15
Lorain, Ohio	1	787	16	803	11	63.44	26
Los Angeles, Cal	5	15,375	1,634	17,009	163	1,347.68	20
Louisiana, Mo	1	254	1	255	4	15.20	15
Louisville, Ky	10	23,078	3,988	27,066	2,684	2,151.04	22
Lowell, Mass	4	8,599	3,014	11,613	496	929.04	18
Ludington, Mich	1	150		150	4	11.68	24

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							Minutes.
Lynchburg, Va	1	2,913	61	2,974	8	$237.92	12
Lynn, Mass	6	10,608	1,471	12,079	717	966.40	15
McKeesport, Pa	1	2,518	121	2,639	3	211.12	15
Macomb, Ill	1	117	3	120		9.60	30
Macon, Ga	3	5,706	202	5,907	8	472.00	11
Madison, Ind	1	478	3	481		38.48	8
Madison, Wis	1	2,782	59	2,841		227.28	15
Mahanoy City, Pa	1	610	9	619	2	25.28	5
Malden, Mass	2	5,791	305	6,096	325	487.68	17
Manchester, N. H	6	6,546	585	7,131	3	570.24	15
Manchester, Va	2	489	1	490	6	39.04	12
Manistee, Mich	1	332	4	336		26.88	14
Manitowoc, Wis	1	406	1	407		32.56	22
Mankato, Minn	2	1,031	53	1,084	12	86.72	15
Mansfield, Ohio	2	2,086	73	2,159	11	172.56	13
Marblehead, Mass	1	764	7	771	1	61.68	10
Marietta, Ohio	1	1,563	77	1,640	24	129.52	15
Marinette, Wis	1	317	2	319	10	24.72	21
Marion, Ind	1	2,116	126	2,242	42	176.00	28
Marion, Ohio	2	1,160	31	1,191	10	94.80	30
Marlboro, Mass	1	1,527	48	1,575	1	125.12	12
Marquette, Mich		577	10	587	8		15
Marshall, Mich	1	154	2	156	7	11.96	10
Marshall, Mo		65	2	67		5.36	20
Marshall, Tex	1	353	1	354	4	28.24	19
Marshalltown, Iowa	3	969	86	1,055	25	71.68	12
Martinsburg, W. Va		746	2	748	1	59.76	11
Marysville, Cal	1	328	9	337	4	26.80	19
Mason City, Iowa	1	349	24	373		28.36	19
Massillon, Ohio	1	958	35	993	2	79.28	17
Mattoon, Ill	1	578	14	592	13	46.96	26
Maysville, Ky	1	572	5	577	6	45.08	19
Meadville, Pa	1	1,542	108	1,650	61	132.00	6
Medford, Mass	1	2,138	153	2,291	28	181.28	17
Media, Pa	1	709	19	728		58.24	10
Medina, N. Y		75	4	79		6.32	10
Melrose, Mass	2	2,649	111	2,760		220.80	10
Memphis, Tenn	3	8,262	638	8,900	134	708.72	27
Menominee, Mich		217	7	224	3	17.76	11
Meriden, Conn	5	3,493	135	3,628	155	288.24	15
Meridian, Miss	1	1,026	2	1,028	7	82.24	12
Michigan City, Ind	1	462	17	479	8	37.68	16
Middleboro, Mass	1	713	1	714	7	56.40	15
Middletown, Conn	2	2,070	92	2,162	53	166.64	10
Middletown, N. Y	1	2,264	121	2,385	23	188.96	13
Middletown, Ohio	2	765	14	779	6	62.08	12
Milford, Mass	1	1,065	14	1,079	5	86.16	9
Millville, N. J	1	380	7	387	4	30.96	13
Milton, Pa	1	462	11	473	1	37.76	10
Milwaukee, Wis	7	23,976	4,054	28,030	240	2,178.64	17
Minneapolis, Minn	29	30,266	16,578	46,844	200	3,731.52	21
Missoula, Mont	1	59		59			20
Mitchell, S. Dak	1	155	6	161	4	10.72	5
Moberly, Mo	1	438	4	442	1	35.28	15
Mobile, Ala	1	3,917	310	4,227	47	319.44	21
Moline, Ill	2	550	29	579	13	42.32	17
Monmouth, Ill	1	534	38	572	5	28.24	7
Montclair, N. J	1	3,351	148	3,499	48	232.00	14
Montgomery, Ala	2	5,158	78	5,236	66	412.16	14
Montpelier, Vt	1	740	24	764	12	60.16	13
Morristown, N. J	1	3,062	120	3,202	255	235.68	40
Mount Clemens, Mich	1	321		321	1	25.68	15
Mount Pleasant, Iowa	1	268	4	272	5	21.12	20
Mount Vernon, N. Y	1	4,162	179	4,341	14	326.00	19
Mount Vernon, Ohio	1	659		659		52.88	10
Muncie, Ind	1	2,488	114	2,602	19	191.52	9
Muscatine, Iowa	1	390	22	412	13	30.96	29
Muskegon, Mich	1	796	19	815	8	65.28	9

No. 16.—*Statement showing the operations of the special delivery system at all the free-delivery post-offices during the year ending June 30, 1899*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
Napa, Cal		330	8	338	21		29
Nashua, N. H	1	2,646	92	2,738	31	$216.56	17
Nashville, Tenn	4	12,973	678	13,651	129	1,089.12	30
Natchez, Miss	1	968	14	982	20	77.84	12
Natick, Mass	1	1,116	50	1,166	34	69.60	10
Nebraska City, Nebr	1	359	13	372	14	29.28	12
Nevada, Mo		548	7	555	37		33
New Albany, Ind	1	1,081	20	1,101	7	88.00	15
Newark, N. J	13	31,158	5,832	36,990	879	2,946.72	24
Newark, N. Y		361	9	370	28	27.12	14
Newark, Ohio	1	1,408	49	1,457	1	116.56	17
New Bedford, Mass	2	7,495	504	7,999	33	638.16	13
New Brighton, N. Y	1	2,544	40	2,584	13	205.60	10
New Britain, Conn	1	2,658	178	2,836	4	226.72	12
New Brunswick, N. J	1	3,087	217	3,304	4	264.08	20
Newburgh, N. Y		3,780	140	3,920	27	312.56	9
Newburyport, Mass	1	2,030	161	2,191	19	173.44	14
Newcastle, Pa	1	2,972	182	3,154	127	250.24	11
New Haven, Conn	10	22,270	2,872	25,142	1,239	2,007.68	19
New London, Conn	1	3,962	323	4,285		342.80	15
New Orleans, La	24	36,798	14,198	50,996	282	4,064.48	27
Newport, Ky	3	2,758	58	2,816	44	223.36	11
Newport, R. I	2	8,002	657	8,659	348	549 68	13
Newport News, Va	1	2,332	38	2,370	103	181.36	27
New Rochelle, N. Y	1	3,174	78	3,252	59	255.44	15
Newton, Kans	1	395	1	396		31.68	30
Newton Center, Mass	7	9,033	374	9,407	120	742.96	14
New Whatcom, Wash		240	5	245	8		17
New York, N. Y	293	466,686	299,263	765,949	76,977	60,807.20	28
Niagara Falls, N. Y	4	2,469	85	2,554	26	204.16	15
Norfolk, Va	3	9,048	456	9,504	483	758.72	5
Norristown, Pa	2	2,052	41	2,093	1	167.44	18
North Adams, Mass	2	2,470	83	2,553	29	203.20	18
Northampton, Mass	2	3,957	276	4,233	1	333.32	14
North Attleboro, Mass	1	567		567	5	44.96	10
North Tonawanda, N. Y	1	356	12	368	3	29.12	14
Norwalk, Conn	1	1,182	70	1,252	1	100.16	14
Norwalk, Ohio	1	756	49	805	14	63.12	15
Norwich, Conn	1	3,411	631	4,042	105	322.72	30
Norwich, N. Y	1	492	13	505	9	40.24	20
Nyack, N. Y	1	482	6	488	27	31.76	9
Oakland, Cal	4	11,275	1,727	13,002	121	1,030.48	25
Oak Park, Ill	1	1,915	45	1,960	58	145.92	17
Oberlin, Ohio	1	773	6	779	6	62.24	11
Ocean Grove, N. J	1	1,632	1	1,633	21	130.48	12
Ogden, Utah	1	725	75	800	63	64.00	18
Ogdensburg, N. Y	1	779	15	794	8	63.12	8
Oil City, Pa	2	1,479	86	1,565	2	125.04	13
Oklahoma, Okla	1	722	20	742	65	44.86	14
Olean, N. Y	1	1,163	41	1,204	5	96.32	13
Olneyville, R. I	1	527	43	570	27	42.72	26
Olympia, Wash	1	271	2	273	5	21.84	11
Omaha, Nebr	4	15,751	1,349	17,100	37	1,314.80	21
Oneida, N. Y	1	669	12	681	22	48.80	6
Oneonta, N. Y	1	610	30	640	15	50.72	8
Orange, Mass	1	153	2	155		12.40	15
Orange, N. J	1	3,439	121	3,560	199	274.16	17
Oshkosh, Wis	1	2,056	305	2,361	21	188.72	17
Oskaloosa, Iowa	1	694	26	720	9	57.60	12
Oswego, N. Y	1	2,048	114	2,162	17	166.72	11
Ottawa, Ill	1	675	10	685	32	50.96	16
Ottawa, Kans	1	663	8	671	2	53.68	14
Ottumwa, Iowa	1	840	69	909	5	77.20	8
Owego, N. Y	1	425	13	438	3	35.04	15
Owensboro, Ky	1	668	13	681	11	54.32	7
Owosso, Mich	1	758	42	800	11	63.52	8
Paducah, Ky	1	1,515	21	1,536	26	122.64	16
Painesville, Ohio	1	749	18	767	40	58.08	12

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							Minutes.
Palestine, Tex	1	292	40	332	28	$22.40	17
Paris, Ill	1	398	16	414	6	28.86	13
Paris, Tex	1	1,038	28	1,066	43	85.20	16
Parkersburg, W. Va	1	2,852	274	3,126	17	250.08	12
Parsons, Kans	1	456	18	474	39	34.80	16
Pasadena, Cal	2	1,057	65	1,122	91	86.24	5
Passaic, N. J	1	2,097	75	2,172	2	178.68	8
Paterson, N. J	3	7,583	575	8,158	12	652.40	11
Pawtucket, R. I	3	3,968	183	4,151	76	326.00	31
Peabody, Mass	1	1,017	24	1,041	35	76.72	5
Peekskill, N. Y	1	1,754	133	1,887	2	150.96	15
Pekin, Ill	1	351	7	358	22	27.68	35
Pensacola, Fla	1	816	20	836	8	66.00	19
Peoria, Ill	3	6,415	634	7,049	92	473.68	21
Perth Amboy, N. J	1	1,091	8	1,099	4	87.60	16
Peru, Ind	1	734	16	750	6	60.00	9
Petersburg, Va	1	2,817	26	2,843	25	227.44	13
Petoskey, Mich	1	311	7	318	17	24.24	12
Philadelphia, Pa	97	193,920	94,209	288,129	15,646	22,900.00	26
Phillipsburg, N. J	1	515	16	531	11	41.60	14
Phœnix, Ariz	1	504	18	522	8	40.56	12
Phœnixville, Pa	1	391	3	394	1	31.44	9
Pine Bluff, Ark	1	944	9	953	10	54.00	12
Piqua, Ohio	1	1,132	33	1,165	12	93.12	13
Pittsburg, Kans	1	589	25	614	10	48.20	38
Pittsburg, Pa	32	60,376	40,843	101,219	5,960	8,097.52	22
Pittsfield, Mass	1	3,157	106	3,263	23	259.76	14
Pittston, Pa	3	883	60	943	10	75.04	11
Plainfield, N. J	2	4,155	137	4,292	4	343.28	12
Plattsburg, N. Y	2	791	24	815	24	54.72	21
Plymouth, Mass	1	1,214	23	1,237	45	96.36	12
Pomona, Cal	1	375	15	390	1	26.56	12
Pontiac, Ill	1	242	7	249	5	19.52	9
Pontiac, Mich	1	599	5	604	12	48.00	8
Port Chester, N. Y	1	1,162	36	1,198	127	85.68	13
Port Huron, Mich	1	1,522	34	1,556	5	124.32	15
Port Jervis, N. Y	1	869	32	901	9	72.08	19
Portland, Me	4	10,522	2,274	12,796	834	1,011.44	22
Portland, Oreg	3	8,726	1,043	9,769	83	768.26	24
Portsmouth, N. H	1	2,294	101	2,395	69	190.24	10
Portsmouth, Ohio	1	1,182	45	1,227	24	98.08	15
Portsmouth, Va	1	1,687	65	1,752	18	140.16	12
Potsdam, N. Y	1	322	18	340	6	24.32	14
Pottstown, Pa	5	1,068	3	1,091		85.68	10
Pottsville, Pa	1	1,772	56	1,828	38	145.84	9
Poughkeepsie, N. Y	1	5,382	233	5,615	463	350.08	12
Princeton, N. J	1	2,333	48	2,381	56	186.00	17
Providence, R. I	12	33,812	6,186	39,998	2,361	3,199.44	16
Pueblo, Colo	1	2,073	198	2,271	92	180.16	12
Quincy, Ill	1	2,351	305	2,656	6	212.88	21
Quincy, Mass	1	1,971	236	2,207	3	176.56	17
Racine, Wis	1	1,849	196	2,045	3	163.44	10
Rahway, N. J	1	1,128	33	1,161	13	91.28	10
Raleigh, N. C	1	2,762	76	2,838	20	226.40	10
Reading, Pa	3	6,262	386	6,648	259	531.84	10
Redbank, N. J	1	1,222	8	1,230	39	88.24	11
Redlands, Cal	1	324	97	421	23	24.24	32
Redoak, Iowa	1	212	5	217	2	17.20	20
Red Wing, Minn	1	679	21	700	15	54.80	25
Richmond, Ind	1	2,764	104	2,868	1	229.36	15
Richmond, Va	4	18,503	932	19,435	203	1,513.60	15
Riverside, Cal		515	9	524	16		23
Roanoke, Va	2	1,950	65	2,015	30	161.20	15
Rochester, Minn	1	361	10	371	7	29.68	7
Rochester, N. Y	8	25,063	5,032	30,095	1,395	2,341.20	17
Rockford, Ill	1	2,069	154	2,223		177.84	22
Rock Island, Ill	1	1,417	38	1,455	19	114.88	11
Rockland, Me		757	33	790	12		21

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							Minutes.
Rockville, Conn	1	589	6	595	1	$47.52	12
Rome, Ga	1	1,162	12	1,174	10	93.12	23
Rome, N. Y		1,018	40	1,058	27		12
Rutherford, N. J	1	1,100	39	1,139	2	90.96	14
Rutland, Vt	1	1,796	46	1,842	1	147.28	20
Sacramento, Cal	2	6,676	534	7,210		576.80	20
Saginaw, Mich	1	2,454	124	2,578	7	206.16	10
Saginaw, West Side, Mich.	1	688	18	706	20	56.48	18
St. Albans, Vt	1	494	10	504	5	40.16	15
St. Augustine, Fla	1	1,053	5	1,058	77	84.40	7
St. Cloud, Minn	1	673	57	730	9	58.00	28
St. Johnsbury, Vt	1	563	18	581	2	46.32	18
St. Joseph, Mich	1	136	1	137		10.96	15
St. Joseph, Mo	4	7,907	554	8,461	86	676.88	11
St. Louis, Mo	31	57,108	11,146	68,254	6,246	5,460.32	19
St. Paul, Minn	10	27,659	9,121	36,780	564	2,934.70	21
Salem, Mass	3	5,462	1,154	6,616	96	529.28	10
Salem, Ohio	1	981	41	1,022		81.76	20
Salem, Oreg	1	486	9	495	6	39.84	17
Salina, Kans	1	551	14	565	1	45.20	17
Salt Lake City, Utah	2	5,531	450	5,981	62	444.96	20
San Antonio, Tex	4	5,602	324	5,926	78	447.34	42
San Bernardino, Cal	1	681	1	682	4	29.84	13
San Diego, Cal	1	1,924	76	2,000	64	155.36	10
Sandusky, Ohio	1	1,881	51	1,932	19	154.56	30
San Francisco, Cal	51	63,541	11,349	74,890	5,519	6,362.40	28
San Jose, Cal	1	5,301	114	5,415	98	364.48	24
Santa Ana, Cal		137		137	1	3.68	35
Santa Barbara, Cal	1	549	28	577	32	46.16	17
Santa Cruz, Cal	1	883	5	888	12	70.08	10
Santa Rosa, Cal	1	1,102	55	1,157	6	92.56	7
Saratoga Springs, N. Y	1	4,822	79	4,901	63	345.12	15
Sault Ste. Marie, Mich	1	373	11	384	20	26.08	20
Savannah, Ga	2	7,271	351	7,622	88	581.76	10
Schenectady, N. Y	1	3,470	68	3,538	46	279.36	20
Scranton, Pa	3	7,843	1,132	8,975	16	712.16	26
Seattle, Wash	1	6,672	745	7,417	278	428.34	18
Sedalia, Mo	1	1,452	37	1,489	6	118.64	13
Selma, Ala	1	929	2	931	8	61.36	21
Seneca Falls, N. Y		785	21	806	1		11
Shamokin, Pa	1	700	10	710	17	55.68	11
Sharon, Pa	1	916	51	967		77.36	14
Sheboygan, Wis	1	801	24	825	13	65.52	16
Shelbyville, Ind	1	508	8	516	15	40.08	10
Shenandoah, Pa		450	17	467	5		7
Sherman, Tex	1	689	2	691	10	27.28	17
Shreveport, La	1	1,397	41	1,438	18	115.04	29
Sidney, Ohio	1	491	16	507	1	40.56	10
Sing Sing, N. Y	1	1,426	35	1,461	25	114.48	25
Sioux City, Iowa	3	5,016	238	5,254	61	419.20	9
Sioux Falls, S. Dak	1	885	38	923	20	73.76	14
Sistersville, W. Va	1	516	5	521	4	41.68	9
South Bend, Ind	1	2,266	92	2,358	31	188.64	41
South Bethlehem, Pa	1	1,294	23	1,317	12	104.40	10
South Framingham, Mass	1	1,619	86	1,705	68	131.92	19
South Norwalk, Conn	1	1,498	48	1,546		123.68	14
South Omaha, Nebr	1	2,654	22	2,676	47	200.88	15
Spartanburg, S. C	1	916	8	924	18	73.44	32
Spokane, Wash	1	3,896	294	4,190	359	328.64	11
Springfield, Ill	1	3,802	469	4,271	128	334.24	12
Springfield, Mass	9	18,747	2,895	21,642	26	1,730.48	13
Springfield, Mo	1	2,088	84	2,172	31	173.60	16
Springfield, Ohio	1	4,676	209	4,885	36	357.44	21
Stamford, Conn	1	3,617	227	3,844	135	296.48	16
Staunton, Va	1	1,388	9	1,397	14	111.60	15
Sterling, Ill		281	14	295	19		13
Steubenville, Ohio	1	1,676	78	1,754	16	140.32	7

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							Minutes.
Stevens Point, Wis	1	368	34	402	24	$25.04	13
Stillwater, Minn	1	818	25	843	3	67.44	14
Stockton, Cal	1	2,113	36	2,149	8	171.90	7
Streator, Ill		559	18	577	8		10
Sunbury, Pa	1	671	25	696	4	55.36	15
Syracuse, N. Y	6	20,135	6,453	26,588	1,832	2,122.16	13
Tacoma, Wash	1	2,459	256	2,715	158	217.20	21
Tampa, Fla	1	2,153	57	2,210	103	175.92	42
Tarrytown, N. Y	1	1,291	26	1,317	85	98.56	24
Taunton, Mass	1	4,034	515	4,549	20	353.12	23
Temple, Tex	1	450	13	463	11	32.40	17
Terre Haute, Ind	2	5,057	418	5,475	267	437.12	5
Texarkana, Ark	1	993	14	1,007	8	80.56	12
Tiffin, Ohio	1	944	18	962	1	76.32	5
Titusville, Pa	1	1,102	29	1,131	1	90.24	7
Toledo, Ohio	5	18,224	2,037	20,261	920	1,620.40	12
Topeka, Kans	2	6,355	211	6,566	35	523.84	15
Torrington, Conn	1	847	28	875	6	70.00	13
Towanda, Pa	1	509	6	515	24	36.72	8
Traverse City, Mich	1	363	16	379	20	28.48	19
Trenton, N. J	3	9,288	273	9,561	79	729.36	16
Trinidad, Colo	1	280	8	288	19	13.68	30
Troy, N. Y	3	9,893	809	10,702	23	856.16	14
Troy, Ohio	1	602	21	623	50	24.40	6
Tucson, Ariz		166	2	168	7	12.88	30
Tyler, Tex	1	415	17	432	5	33.92	42
Tyrone, Pa	1	600	13	613	4	49.04	8
Uniontown, Pa	1	1,239	103	1,342	20	105.92	7
Urbana, Ill	1	281	10	291	6	22.80	27
Urbana, Ohio	1	686	6	692		55.36	11
Utica, N. Y	2	7,489	419	7,908	215	619.84	13
Valparaiso, Ind	1	616	46	662	5	52.80	12
Vanwert, Ohio		397	20	417	8	17.20	10
Vicksburg, Miss	1	2,358	19	2,377	9	190.08	11
Victor, Colo	1	194	4	198	7	15.84	20
Vincennes, Ind	1	763	23	786	11	62.72	7
Vineland, N. J	1	646	5	651	39	49.04	7
Wabash, Ind	1	779	27	806		64.48	15
Waco, Tex	1	2,239	90	2,329	33	183.68	15
Wakefield, Mass	1	1,164	56	1,220	10	97.12	15
Walla Walla, Wash	1	300	23	323	33	20.24	15
Wallingford, Conn	1	827	59	886		70.88	15
Waltham, Mass	1	3,598	140	3,738	57	294.48	20
Warren, Ohio	1	1,257	32	1,289		103.12	20
Warren, Pa	1	1,223	28	1,251	17	98.88	9
Warrensburg, Mo	1	208	2	210	7	16.32	14
Washington, D. C	50	96,492	40,686	137,178	2,351	10,974.16	16
Washington, Ind	1	331	9	340	5	26.88	26
Washington, N. J	1	266	2	268		21.44	10
Washington, Pa	1	2,482	265	2,747	10	218.96	14
Washington C. H., Ohio	1	771	6	777		62.40	8
Waterbury, Conn	2	4,907	213	5,120	67	408.64	26
Waterloo, Iowa	1	707	22	729	10	57.52	16
Watertown, Mass	1	1,521	42	1,563	4	124.48	15
Watertown, N. Y	1	2,499	109	2,608	27	206.48	11
Watertown, Wis	1	335	29	364	11	27.68	20
Waterville, Me	1	738	112	850	6	66.48	9
Waukegan, Ill	1	796	26	822	15	65.76	32
Waukesha, Wis	1	758	13	771	14	61.68	16
Wausau, Wis	1	401	1	402	3	32.16	12
Waverly, N. Y	1	382	15	397	2	31.76	6
Waynesboro, Pa	1	231	2	233	4	18.64	10
Webster City, Iowa	1	97	3	100	3	8.00	27
West Bay City, Mich	1	400	4	404	10	31.44	24
Westboro, Mass	1	700	3	703	12	55.28	10
West Chester, Pa	1	1,869	63	1,932	62	139.36	8
Westerly, R. I		1,048	31	1,079	16		20
Westfield, Mass	1	1,784	143	1,927	14	134.88	10

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1899*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
							Minutes.
West Hoboken, N. J.	1	712	1	713	3	$55.52	14
West Medford, Mass	1	639	15	654	2	52.16	9
West New Brighton, N. Y	1	1,190	17	1,207	52	92.00	18
West Superior, Wis.	1	1,374	143	1,517	26	121.28	15
West Troy, N. Y.	1	728	12	740	6	58.72	20
Wheeling, W. Va	3	6,303	372	6,675	71	534.00	10
Whiteplains, N. Y.	1	1,713	42	1,755	219	122.88	11
Wichita, Kans	1	4,291	294	4,585	38	350.64	10
Wilkesbarre, Pa	2	4,598	212	4,810	73	384.88	5
Williamsport, Pa	1	3,538	125	3,663	223	291.04	14
Willimantic, Conn.	1	1,013	35	1,048	12	83.84	19
Wilmington, Del.	2	8,181	381	8,562	37	683.28	15
Wilmington, N. C.	1	2,915	61	2,976	29	238.08	11
Winchester, Mass.	1	1,786	177	1,963	53	155.92	22
Winchester, Va.	1	578	4	582	1	46.40	16
Winfield, Kans	1	609	18	627	16	47.60	40
Winona, Minn.	1	1,196	77	1,273	27	101.76	16
Winsted, Conn	1	788	21	809	11	63.84	25
Winston, N. C.	1	605	4	609	100	40.72	14
Woburn, Mass	1	1,567	182	1,749	10	139.12	15
Woonsocket, R. I	1	1,885	95	1,980	13	158.40	30
Wooster, Ohio	1	753	72	825	4	65.68	10
Worcester, Mass	12	22,418	6,885	29,303	1,216	2,333.44	23
Xenia, Ohio	1	916	45	961	7	76.88	28
Yankton, S. Dak	1	227	24	251	6	19.92	17
Yonkers, N. Y.	2	6,815	438	7,253	133	569.60	15
York, Pa.	1	2,886	102	2,988	22	239.04	12
Youngstown, Ohio.	3	4,420	325	4,745	3	378.84	15
Ypsilanti, Mich.	1	724	13	737	11	58.08	14
Zanesville, Ohio.	2	3,974	289	4,263	22	341.04	13
Total	2,006	3,628,393	923,279	4,551,672	229,330	359,275.81	16

No. 17.—*Copy of contract for furnishing registered package, tag, official, and dead-letter envelopes during the year beginning July 1, 1899.*

This contract, made this 22d day of May, 1899, and executed in quadruplicate, between the United States of America, acting by Charles Emory Smith, Postmaster-General, of the first part, and the Hartford Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, as principal, and L. B. Plimpton, of Hartford, Conn., and Maro S. Chapman, of Hartford, Conn., as sureties, witnesseth: Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 20th day of March, 1899, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of July, 1899, a printed copy of which advertisement, with the specifications therein referred to, is annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,
"*Washington, D. C., March 20, 1899.*

"Sealed proposals are invited and will be received at this Department until 12 m., on Thursday, the 20th of April, 1899, for furnishing such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1899.

"Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered-package, tag, officials, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

"Blank forms of proposal with full specifications and samples of the envelopes will be furnished upon application to the Third Assistant Postmaster-General.

"PERRY S. HEATH,
"*Acting Postmaster-General.*

"*Specifications for furnishing registered package, tag, official, and dead-letter envelopes.*

"SIZES OF ENVELOPES.

"The sizes of the envelopes referred to in the foregoing advertisement are as follows:

1. 3⅛ by 5¼ inches.
2. 3⅜ by 6⅜ inches.
3. 3½ by 8½ inches.
4. 4⅜ by 6½ inches.
5. 4⅛ by 9½ inches.
6. 4⅞ by 9⅝ inches.
7. 5 by 10½ inches (for registered packages).
8. 6⅜ by 11½ inches (for large registered packages).
9. 3⅛ by 5½ inches (tag envelopes).
10. 5⅛ by 7⅛ inches.
11. 6 by 9 inches.
12. 6⅜ by 10½ inches.
13. 7½ by 10 inches.
14. 7½ by 11 inches.
15. 9 by 13½ inches.
16. 12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 70 per cent of No. 1 unbleached sulphite pulp, 20 per cent of bleached soda poplar pulp, and 10 per cent of South Carolina clay (excluding all other material except the necessary chemicals), and must weigh 34½ pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine, made on a Fourdrinier machine, and be well calendered and finished.

"The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 50 per cent of No. 1 manila rope, 50 per cent of No. 1 unbleached Dexter sulphite, or a sulphite equally good (excluding all other material except the necessary chemicals), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine, and must be well calendered and finished, with a tensile strength of at least 55 points as shown by a Morrison strength indicator. A portion of the No. 6 envelopes—probably not over 40,000 in all, but as many more or less as may be needed—must be made of dark-blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

"The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed of the same materials, in the same proportions, and subject to the same conditions as the pulp used in the manufacture of envelopes 5, 6, 7, 8, and 10 to 16, except that it must weigh 90 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It must be well calendered and finished, the same as the sample envelope furnished to bidders, and to be made a part of the contract.

"The ingredients of the several papers must be washed and beaten and otherwise treated according to the most approved methods of the art of paper making, and the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and must be the same in color as the samples furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall by subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge and give him every needful facility for carrying out his duty.

"Watermarked paper for any of the envelopes that may be spoiled in process of manufacture or condemned as unfit for use shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. In making the registered package envelopes (7 and 8), however, the best quality of fish glue must be used in securing the adhesion of the paper and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. No separate order, however, will be made by the Department for less than 250 of the Nos. 1, 4, and 5 sizes, or 250 of No. 2, or 100 of Nos. 3, 6, 12, 13, 14, 15, and 16.

"PACKING, ETC.

"The envelopes must be banded in parcels of 25, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters each box shall contain not less than 100 nor more than 500 of envelopes 3, 6, 7, 8, 9, 12, 13, 14, 15, and 16, and not less than 250 nor more than 500 of envelopes 1 2, 4, and 5, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds and 2,000 or more of the other kinds are required to fill the order of a postmaster, or when larger lots of

any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department, but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which,, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after they shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"AGENT—OFFICE ROOMS—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government, including janitor's services; also a properly furnished room for the use of the post-office in mailing the envelopes if that should be required by the Postmaster-General.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the first day of July, 1899, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may required to be delivered in separate packages, as above provided for, at the post-office, or at the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as shown by the issues in round numbers for the year ending February 28, 1899, as follows:

1	40,791,000	9	1,020,000
2	3,705,000	10	100,000
3	16,165,000	11	44,000
4	487,000	12	256,000
5	2,330,000	13	129,000
6	6,622,000	14	36,000
7	10,994,000	15	82,000
8	1,158,000	16	9,000

"(Of the No. 6 envelopes it is supposed that about 40,000 will be of blue paper, and known as letter-bill envelopes.)

"Bids must be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid, respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may, in his discretion, decline to accept the bid without notice.

"The design of the two sizes of registered-package envelopes—7 and 8—is patented; but the right to use it has been assigned, without limitation, to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors or by a regularly incorporated guaranty company, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, to be certified as hereinafter required, or with the surety of an incorporated guaranty company satisfactory to the Postmaster-General, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently

to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district, or by the postmaster of the city or town in which the bidder resides. And by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of $40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish, to the acceptance of the Postmaster-General, within ten days after notice; and in default thereof the contract may be annulled.

"The contract may be required to be executed in quadruplicate.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not in any case be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require it, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General; and the prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope, 'Proposals for Registered Package, Tag, Official, and Dead-Letter Envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"PERRY S. HEATH,
"*Acting Postmaster-General.*

"POST-OFFICE DEPARTMENT,
"*Washington, D. C., March 20, 1899.*"

And whereas, upon the opening in public on the 20th day of April, 1899, of the proposals received in answer to said advertisement of March 20, 1899, there were two proposals, the names of the bidders and the amounts of their respective bids, based on the issue, in round numbers, of envelopes for the year ending February 28, 1899, being as follows:

1. The Western Envelope Company, of Centralia, Ill..... $87,463.09
2. The Hartford Manufacturing Company, of Hartford, Conn..... 83,336.97

And whereas the Postmaster-General, by an order dated the 20th day of April, 1899, awarded the contract for furnishing said envelopes to the said Hartford Manufacturing Company, which order is duly recorded in the official journal of the Post-Office Department, and numbered 156:

Now, therefore, in consideration of the premises and of the stipulations hereinafter set forth, the said Hartford Manufacturing Company, contractor, and its sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractor shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General, all the registered-package, tag, official, and dead-letter envelopes of the sizes and kinds described in the foregoing specifications that it may be called upon to furnish during the year beginning on the 1st day of July, 1899.

Second. That the paper for these several kinds of envelopes shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 70 per cent of No. 1 unbleached sulphite pulp, 20 per cent of bleached soda poplar pulp, and 10 per cent of South Carolina clay (excluding all other material except the necessary chemicals), and must weigh 34½ pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine, made on a Fourdrinier machine, and be well calendered and finished.

The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 50 per cent of No. 1 manila rope and 50 per cent of No. 1 unbleached Dexter sulphite, or a sulphite equally good (excluding all other material except the necessary chemicals), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine, and must be well calendered and finished, with a tensile strength of at least 55 points as shown by a Morrison strength indicator. A portion of the No. 6 envelopes—probably not over 40,000 in all, but as many more or less as may be needed—must be made of dark-blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed of the same materials, in the same proportions, and subject to the same conditions as the pulp used in the manufacture of envelopes 5, 6, 7, 8, and 10 to 16, except that it must weigh 90 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It must be well calendered and finished, the same as the sample envelope furnished to bidders, and to be made a part of the contract. The ingredients of the several papers must be washed and beaten and otherwise treated according to the most approved methods of the art of paper-making, and the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and must be the same in color as the samples furnished to bidders, and to be made a part of the contract.

All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in

its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples, the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps are to be gummed with the same or other equally suitable material. In making the registered-package envelopes 7 and 8, however, the best quality of fish glue must be used in securing the adhesion of the paper on the flaps. The envelopes should be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or materials or other thing on which a patent has been granted by the United States, the Government is to be made free from all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. No separate order, however, will be made by the Department for less than 250 of the No. 1, 2, 4, and 5 sizes or 100 of Nos. 3, 6, 12, 13, 14, 15, and 16.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General, and, when intended to be sent direct to postmasters, each box shall contain not less than 100 nor more than 500 of envelopes 3, 6, 7, 8, 9, 12, 13, 14, 15, and 16, and not less than 250 nor more than 500 of envelopes 1, 2, 4, and 5, or larger quantities, as may be ordered by the principal post-offices. The boxes, when sent in lots not requiring wooden cases, to be well and safely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail; but when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds and 2,000 or more of other kinds are required to fill the order of a postmaster or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed. No case shall contain more than 25,000 of envelopes 1, 2, 3, and 4 nor more than 10,000 of the other sizes, but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department, but the right is reserved to order any or all of the different sizes for the use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less that an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractor shall be ready to commence the delivery of the envelopes on the 1st day of July, 1899, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered in separate packages, as above provided for, at the post-office or at the agency at the place of manufacture, or at the nearest large post-office adjacent thereto with adequate facilities for handling and mailing them, or into a railway post-office, or at the Post-Office Department at Washington, as may be directed by the Postmaster-General; or the Postmaster-General may elect to have delivery made at any of the places mentioned, and also at the Post-Office Department at Washington.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of the envelopes furnished and delivered shall be kept and rendered in such a manner as the Postmaster-General shall prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the Hartford Manufacturing Company for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

For No. 1, size 3⅜ by 5⅞ inches, forty-three cents a thousand.
For No. 2, size 3⅝ by 6⅛ inches, fifty-one cents a thousand.
For No. 3, size 3⅞ by 8⅛ inches, eighty cents a thousand.
For No. 4, size 4⅛ by 6½ inches, one dollar and twenty-two cents a thousand.
For No. 5, size 4⅛ by 9½ inches, one dollar and twenty-eight cents a thousand.
For No. 6, size 6⅜ by 9⅝ inches, one dollar and fifty cents a thousand.
For No. 7, size 5 by 10½ inches, two dollars and sixty cents a thousand.
For No. 8, size 6⅜ by 11½ inches, four dollars and fifty cents a thousand.
For No. 9, size 3¾ by 5½ inches, one dollar and sixty cents a thousand.
For No. 10, size 5½ by 7⅛ inches, one dollar and ninety-five cents a thousand.
For No. 11, size 6 by 9 inches, two dollars and seventy-five cents a thousand.
For No. 12, size 6¾ by 10½ inches, three dollars and twenty-five cents a thousand.
For No. 13, size 7½ by 10 inches, two dollars and ninety cents a thousand.
For No. 14, size 7½ by 11 inches, three dollars and forty-five cents a thousand.
For No. 15, size 9 by 13½ inches, four dollars and fifteen cents a thousand.
For No. 16, size 12 by 15 inches, five dollars and seventy-five cents a thousand.

Second. That said prices shall be full compensation for everything required to be done and furnished as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they, or anything entering into their construction, are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractor with suitable and properly furnished rooms, connected with the premises on which the envelopes are made, for the transaction of the business of the agency without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General, and that the contractor, its employés and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractor in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respects to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any of the envelopes specified in this contract the Postmaster-General reserves the right to purchase them in open market, and if a greater price be paid than is herein prescribed for like articles the difference shall be charged to the contractor; and if there shall be a failure to furnish any of the envelopes within a reasonable time after they shall have been ordered it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractor shall fail to do or to perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractor

to be performed as herein set forth, the said contractor and its sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractor and its sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

7th. That, in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition, or attempt at imposition, upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

8th. That should the interest of the Government require, this contract may be extended beyond the time herein named not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

9th. That the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection at the mill or mills where the paper is made, in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needed facility for carrying out his duties.

10th. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to the conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor.

11th. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporation, and their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporation affixing its corporate seal—on and as of the day hereinbefore written.

[SEAL OF THE POST-OFFICE DEPARTMENT.] CH. EMORY SMITH,
Postmaster-General.

Attest:
JOHN A. MERRITT,
Third Assistant Postmaster-General.

THE HARTFORD MFG. CO., [SEAL.]
By L. B. PLIMPTON, *President.*

Attest:
CHAS. SLOAN.

(Surety) MARO S. CHAPMAN. [SEAL.]

Attest:
C. ULAND ALLEN.

(Surety) L. B. PLIMPTON. [SEAL.]

Attest:
H. J. WOOD.

STATE OF CONNECTICUT, *County of Hartford, ss:*

L. B. Plimpton, one of the sureties in the foregoing contract of the Hartford Manufacturing Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

L. B. PLIMPTON.

Subscribed and sworn to before me this 19th day of May, one thousand eight hundred and ninety-nine, and by me approved.

N. SHIPMAN, *Circuit Judge.*

I certify that, to the best of my knowledge and belief, L. B. Plimpton, one of the sureties in the foregoing contract between the United States of America and the Hartford Manufacturing Company, of Hartford, Conn., for furnishing registered package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1899, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

F. P. FURLONG, *Postmaster at Hartford.*

STATE OF CONNECTICUT, *County of Hartford, ss:*

Maro S. Chapman, one of the sureties in the foregoing contract of the Hartford Manufacturing Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

MARO S. CHAPMAN.

Subscribed and sworn to before me this 19th day of May, one thousand eight hundred and ninety-nine, and by me approved.

N. SHIPMAN, *Circuit Judge.*

I certify that, to the best of my knowledge and belief, Maro S. Chapman, one of the sureties in the foregoing contract between the United States of America and the Hartford Manufacturing Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1899, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

F. P. FURLONG, *Postmaster at Hartford.*

No. 18.—*Copy of contract for furnishing envelopes to the several Executive Departments during the year beginning July 1, 1899, as authorized by the ninety-sixth section of the act of Congress approved January 12, 1895.*

This contract, entered into this seventh day of June, 1899, between the United States of America, acting by Charles Emory Smith, Postmaster-General, of the first part, and The United States Envelope Company, of Springfield, Mass., by James Logan, general manager, principal, and American Surety Co., of New York, surety, of the second part, witnesseth:

First. That the said United States Envelope Company contracts to furnish and promptly deliver all envelopes of the following description that may be called for by the several Executive Departments and independent Government offices in the city of Washington, and by army officers stationed at various points in the United States, to be designated by the Secretary of War, during the year beginning July 1, 1899, of the weight of paper, and at the prices herein indicated, and in tensile strength and all other respects fully up to the samples of paper or envelopes submitted by the said United States Envelope Company with its proposal opened at the Post-Office Department on the 27th day of April, 1899, under the advertisement and specifications of March 28, 1899, and according to the requirements thereof, a copy of which advertisement and specifications is hereto attached and made a part of this contract:

Item No. of schedule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand.	
			First quality paper.	Second quality paper.
		WHITE.		
1	50 pounds.....	10½ by 4½ inches, plain.....	$1.63	$1.46
		printed	1.75	1.58
2	50 pounds.....	9½ by 4½ inches, plain.....	1.39	1.16
		printed	1.49	1.26
3	50 pounds.....	8½ by 3½ inches, plain.....	1.26	1.06
		printed	1.36	1.16
4	50 pounds.....	8½ by 3½ inches, plain.....	1.26	1.08
		printed	1.36	1.18
5	50 pounds.....	6½ by 3½ inches, plain.....	.88	.74

No. 18.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.*—Continued.

Item No. of schedule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand. First quality paper.	Price per thousand. Second quality paper.
		WHITE—continued.		
5	50 pounds.....	6¼ by 3½ inches, printed	$1.00	$0.86
6	50 pounds.....	6 by 3½ inches, plain	.82	.69
		printed	.92	.79
7	50 pounds.....	5¼ by 3½ inches, plain	.71	.61
		printed	.83	.73
8	50 pounds.....	4¼ by 2½ inches, plain	.71	.61
		printed	.83	.73
		CREAM LAID.		
9	60 pounds.....	10½ by 4½ inches, highly calendered, No. 1 quality, plain	2.10	
		10½ by 4½ inches, highly calendered, No. 1 quality, printed	2.22	
10	70 pounds.....	10½ by 4½ inches, same as above, plain	2.41	
		printed	2.53	
11	60 pounds.....	9½ by 4½ inches, same as above, plain	1.64	
		printed	1.74	
12	60 pounds.....	8½ by 3½ inches, same as above, plain	1.44	
		printed	1.54	
13	60 pounds.....	8½ by 3½ inches, same as above, plain	1.44	
		printed	1.54	
14	60 pounds.....	6½ by 3½ inches, same as above, plain	1.20	
		printed	1.32	
15	50 pounds.....	6 by 3½ inches, same as above, plain	.82	
		printed	.92	
16	50 pounds.....	5¼ by 3½ inches, same as above, plain	.71	
		printed	.81	
		AZURE BLUE.		
17	50 pounds.....	11¼ by 5 inches, plain	2.13	
		printed	2.38	
18	50 pounds.....	9½ by 4½ inches, plain	1.49	
		printed	1.59	
19	50 pounds.....	8½ by 3½ inches, plain	1.38	
		printed	1.48	
20	50 pounds.....	6¼ by 3½ inches, plain	.93	
		printed	1.03	
21	50 pounds.....	5¼ by 3½ inches, plain	.73	
		printed	.98	
		CLOTH LINED.		
23		15½ by 10½ inches, white, open end, plain	35.50	
		printed	36.00	
24		15½ by 9½ inches, azure, plain	35.50	
		printed	36.00	
26		11 by 9 inches, white, plain	27.05	
		printed	27.55	
		MANILA.		
36	100 pounds.....	16 by 10 inches (rope manila), plain	10.33	
		printed	10.83	
37	100 pounds.....	15 by 12 inches, plain	7.55	
		printed	8.05	
38	100 pounds.....	15 by 11 inches, plain	8.05	
		printed	8.55	
39	100 pounds.....	15 by 10 inches, plain	6.85	
		printed	7.35	
40	100 pounds.....	15 by 9½ inches (rope manila), plain	9.34	
		printed	9.84	
41	100 pounds.....	15 by 9 inches, plain	7.75	
		printed	8.25	
42	110 pounds.....	14 by 10 inches, plain	7.01	
		printed	7.51	
43	100 pounds.....	14 by 10 inches, plain	6.21	
		printed	6.71	
44	80 pounds.....	14 by 10 inches, plain	5.76	
		printed	6.26	
45	80 pounds.....	13½ by 8½ inches, plain	5.49	
		printed	5.99	
46	80 pounds	13½ by 10 inches, plain	5.35	
		printed	5.60	
47	80 pounds	13½ by 9½ inches, plain	5.80	
		printed	6.30	

No. 18.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.*—Continued.

Item No. of schedule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand. First quality paper.	Price per thousand. Second quality paper.
		MANILA—continued.		
48	80 pounds	13⅛ by 6½ inches, plain	$5.80	
		printed	5.80	
49	80 pounds	13 by 11 inches, plain	5.35	
		printed	5.85	
50	110 pounds	12⅝ by 10½ inches, plain	6.99	
		printed	7.49	
51	80 pounds	12⅝ by 10½ inches, plain	5.74	
		printed	6.24	
52	60 pounds	12½ by 9½ inches, plain	3.93	
		printed	4.18	
53	100 pounds	12½ by 9 inches, plain	5.79	
		printed	6.29	
54	80 pounds	12½ by 9 inches (rope manila), plain	6.64	
		printed	7.14	
55	60 pounds	12½ by 9 inches, plain	3.93	
		printed	4.43	
56	60 pounds	12½ by 9 inches (rope manila), plain	5.44	
		printed	5.94	
57	80 pounds	12½ by 6 inches, square lap, plain	4.06	
		printed	4.56	
58	80 pounds	12½ by 5½ inches, plain	3.68	
		printed	4.18	
59	60 pounds	12½ by 5½ inches (rope manila), plain	3.23	
		printed	3.38	
60	50 pounds	12 by 10½ inches, plain	3.72	$3.48
		printed	4.22	3.98
61	50 pounds	12 by 10 inches, open end, plain	3.69	3.45
		printed	4.19	3.95
62	50 pounds	12 by 9½ inches, plain	3.75	3.50
		printed	4.25	4.00
63	80 pounds	12 by 9½ inches, plain	4.47	
		printed	4.97	
64	60 pounds	12 by 9 inches, open end, plain	5.05	
		printed	5.55	
65	80 pounds	12 by 8 inches, plain	4.20	
		printed	4.70	
66	60 pounds	12 by 8 inches, plain	3.38	
		printed	3.63	
67	80 pounds	11½ by 9½ inches, plain	4.72	
		printed	5.22	
68	60 pounds	11½ by 8½ inches, plain	3.38	
		printed	3.88	
69	60 pounds	11½ by 8½ inches, plain	3.63	
		printed	4.13	
70	80 pounds	11½ by 7½ inches, plain	4.06	
		printed	4.56	
71	60 pounds	11½ by 7½ inches (rope manila), plain	4.10	
		printed	4.60	
72	80 pounds	11½ by 7 inches, plain	4.06	
		printed	4.56	
73	80 pounds	11½ by 5½ inches (rope manila), plain	4.41	
		printed	4.91	
74	80 pounds	11½ by 5 inches, plain	2.36	
		printed	2.61	
75	80 pounds	11½ by 4½ inches, plain	2.36	
		printed	2.86	
76	110 pounds	11½ by 7½ inches, plain	4.80	
		printed	5.30	
77	100 pounds	11½ by 7½ inches, plain	4.94	
		printed	5.44	
78	60 pounds	11 by 9 inches, plain	3.75	
		printed	4.25	
79	60 pounds	11 by 8 inches (rope manila), plain	4.20	
		printed	4.70	
80	50 pounds	11 by 7½ inches, plain	2.40	2.24
		printed	2.55	2.39
81	50 pounds	11 by 5 inches, plain	1.35	1.25
		printed	1.60	1.50
82	50 pounds	10½ by 7½ inches, open end, plain	2.70	2.54
		printed	2.96	2.79
83	60 pounds	10½ by 7 inches, open end, plain	2.71	
		printed	2.86	
84	60 pounds	10½ by 7 inches (rope manila), plain	3.68	
		printed	4.18	
85	110 pounds	10½ by 6½ inches, plain	4.76	
		printed	5.26	
86	40 pounds	10½ by 6½ inches, plain	1.51	1.40

No. 18.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.*—Continued.

Item No. of schedule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand. First quality paper.	Price per thousand. Second quality paper.
		MANILA—continued.		
86	40 pounds.....	10½ by 6½ inches, printed	$1.66	$1.55
87	60 pounds.....	open end, plain	2.40	
		printed	2.55	
88	50 pounds.....	10½ by 5½ inches, plain	2.40	2.28
		printed	2.90	2.78
89	50 pounds.....	10½ by 6½ inches, plain	1.72	1.60
		printed	1.87	1.75
90	50 pounds.....	10½ by 6½ inches (rope manila), plain	2.42	
		printed	2.92	
91	80 pounds.....	10½ by 4½ inches, ungummed (rope manila), plain	2.72	
		printed	2.97	
92	80 pounds.....	10½ by 8½ inches, plain	4.72	
		printed	5.22	
93	60 pounds.....	10½ by 8½ inches, plain	3.67	
		printed	4.17	
96	40 pounds.....	10 by 6½ inches, open end, plain	1.95	1.85
		printed	2.45	2.35
97	80 pounds.....	10 by 5 inches, double fold, plain	3.95	
		printed	4.45	
98	110 pounds.....	9½ by 6½ inches, plain	3.72	
		printed	4.22	
99	100 pounds.....	9½ by 6½ inches, plain	3.57	
		printed	4.07	
100	50 pounds.....	9½ by 5½ inches, plain	2.06	1.95
		printed	2.31	2.20
101	80 pounds.....	9½ by 4½ inches, plain	3.33	
		printed	3.83	
102	80 pounds.....	9½ by 4½ inches, ungummed, plain	1.87	
		printed	2.37	
104	40 pounds.....	9½ by 4½ inches, plain	.84	.78
		printed	1.09	1.03
105	36 pounds.....	9½ by 4½ inches, plain	.74	.69
		printed	.84	.79
107	60 pounds.....	8½ by 3½ inches, ungummed, plain	.97	
		printed	1.22	
108	28 pounds.....	8½ by 3½ inches, plain	.62	.59
		printed	.72	.69
109	36 pounds.....	8½ by 5 inches, plain	1.81	1.74
		printed	2.31	2.24
110	50 pounds	8½ by 3½ inches, ungummed, plain	.86	.80
		printed	1.11	1.05
111	36 pounds	8½ by 3½ inches, plain	.72	.68
		printed	.82	.78
112	36 pounds	8 by 4 inches, plain	1.64	1.58
		printed	2.14	2.08
113	28 pounds	7 by 4 inches, plain	1.27	1.24
		printed	1.52	1.49
114	28 pounds	6½ by 3½ inches, plain	.44	.42
		printed	.54	.52
115	28 pounds	6 by 3½ inches, plain	.40	.38
		printed	.65	.63
116	80 pounds	5⅞ by 3½ inches, open end (rope manila), plain	2.23	
		printed	2.48	
117	80 pounds	5½ by 4 inches, open end, ungummed (rope manila), plain	2.23	
		5½ by 4 inches, open end, ungummed (rope manila), printed	2.48	
118	28 pounds	5 1/16 by 3 3/16 inches, plain	.45	.42
		printed	.70	.67
119	40 pounds	4½ by 2½ inches, plain	.40	.38
		printed	.55	.53
120	50 pounds	4½ by 2½ inches, open end, plain	.50	.48
		printed	.75	.73
121	50 pounds	2 by 2 inches, plain	1.13	1.12
		printed	1.63	1.62

Second. That in the execution of this contract, the said parties of the second part shall be governed by all the conditions and requirements set forth in the proposal and specifications above referred to, copy of said specifications being hereto attached and made part hereof, and by such directions, not inconsistent therewith, as may be from time to time given by the Postmaster-General or by any of the Executive Departments.

Third. That for all envelopes furnished and delivered in accordance with the terms of this contract, upon the orders of the several departments, or of duly authorized Government officers, and in all respects satisfactory to them, payment shall be made, upon presentation of proper accounts, at the prices above stated, monthly or oftener, by such departments and officers, respectively, and according to their respective regulations.

Fourth. That in case the said United States Envelope Company shall fail to perform all or any of the stipulations of this contract on its part to be performed, it and its sureties shall forfeit and pay to the United States of America the sum of ten thousand dollars (unless other penalty for such failure shall be imposed, as provided for in the attached specifications), for which sum the said United States Envelope Company and its sureties shall be jointly and severally liable, to be sued for in the name of the United States.

Fifth. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporation, and their and its heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporation affixing its corporate seal—on and as of the day hereinbefore written.

[SEAL OF POST-OFFICE DEPT.] CH. EMORY SMITH,
Postmaster-General.

Attest:
JOHN A. MERRITT,
Third Asst. Postmaster-General.

UNITED STATES ENVELOPE CO., [SEAL.]
By JAMES LOGAN, *General Manager.*
AMERICAN SURETY CO. OF NEW YORK, [SEAL.]
By HENRY S. LEE, *Resident Vice-President.*
FRED WRIGHT, *Resident Assistant Secy.*

Proposals for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1900.

ADVERTISEMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., March 28, 1899.

By the 96th section of the act of Congress approved January 12, 1895, it is made the duty of the Postmaster-General to contract for all envelopes, both plain and printed, to be used "by his own or other Departments."

Under this authority proposals are hereby invited and will be received at this Department until 2 p. m. on Thursday, the 27th day of April, 1899, for furnishing such envelopes as the several Executive Departments in Washington and certain Government officers elsewhere may require during the year ending June 30, 1900.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing Envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids to be delivered in person must be handed in at or before the hour above named; otherwise they will not be considered.

Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster-General.

CH. EMORY SMITH,
Postmaster-General.

SPECIFICATIONS FOR ENVELOPES.

PROPOSAL—GUARANTY.

Proposals must be submitted in accordance with the advertisement above recited. They must be signed by the individual, partnership, or corporation making them. When made by a partnership, the name of each partner must be signed. If made by a corporation, the proposal must be signed by the officer thereof authorized to bind it by contract, and accompanied with a copy, under seal, of the law, resolution, or other paper showing his authority to sign.

Every proposal must be accompanied with a guaranty, to be signed by at least two responsible guarantors, or by a regularly incorporated guaranty company, under a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract in accordance with the terms of his proposal, with good and sufficient sureties for the faithful performance thereof, as hereinafter required. The responsibility and sufficiency of the signers of such guaranty must be certified to by the postmaster, United States judge, or the clerk of a court of record at or nearest to the place of residence of the bidder.

Bids must be made separately for each item printed in the form of proposal, the bidders stating in their proposals the price per thousand envelopes, which will include everything to be done or furnished as set forth in these specifications; and the contract may be awarded, in the discretion of the Postmaster-General, item by item, to different bidders, or on more than one item, or as a whole to the lowest responsible bidder in the aggregate, the amount of a bid, or any part thereof where necessary, to be ascertained by extending the estimated quantities printed in the form of proposal at the prices bid, respectively, and then aggregating the amounts of the several items.

QUANTITIES.

The quantities given in the printed form of proposal attached hereto embody the estimated requirements of the several departments for the year ending June 30, 1900; but it is to be distinctly understood that these estimates are given for information only, the right being reserved to order any greater or less quantity during the contract term as the interests of the service may require. Should the use of any of the sizes or kinds of envelopes thus estimated for be discontinued during the contract term, or should none of any one or more kinds mentioned be ordered, the contractor will not be entitled to any compensation for damages either on account of such discontinuance or because of such omission to order.

STYLE OF MANUFACTURE.

The envelopes must be made in the most thorough and workmanlike manner; to be of high cut; the joints to be well and securely fastened with the best quality of gum, and the flaps to be thoroughly coated with the same material. A sample quire of each color, quality, and weight of paper which the bidder proposes to furnish for the several classes of envelopes called for (except the "Miscellaneous" class), or for such as he may decide to bid on, must accompany every proposal. Of the "Miscellaneous" envelopes, one box of samples of each item must be furnished with the bid. The proposal must not be inclosed in the package containing these samples.

Samples of envelopes for the use of the several departments may be required after the award from the successful bidder or bidders, and without compensation.

Tests will be made of samples submitted by means of the Morrison tester, or otherwise, as the Postmaster-General may deem necessary, and the tensile strength of all envelopes furnished must be fully up to that of the several standards adopted by the Postmaster-General as the result of these tests. In the quality of paper and in other respects the envelopes to be furnished under the contract must also conform to these standards.

Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing, or furnish any envelopes, on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Sizes may be slightly larger than called for, but no smaller.

PRINTING.

Bidders must submit on every item a bid for furnishing the envelopes without printing, and also one for supplying them with such printing as the departments may require, consisting ordinarily of what is known as the penalty clause, the name of the department and of the office in which the envelopes are to be used, and an address; but any other form of printing may at any time be demanded. No order will be made for less than 250 printed envelopes of any one form. In cases where the schedule shows that only plain envelopes will be called for, no bid for printing need be made.

PACKING.

The envelopes must be banded in parcels of twenty-five, and all of them, except those in the list coming under the head of "Miscellaneous," must be packed in strong pasteboard boxes, which must be covered with white unglazed paper, securely bound with linen or cotton cloth on the entire length of corners and edges of both boxes and lids, and of such weight, quality, and construction as shall be approved by the Postmaster-General. No boxes will be accepted that are manufactured from a thinner strawboard than No. 40 (No. 2 quality) for all sizes of envelopes smaller than No. 10, or than No. 25 strawboard (No. 2 quality) for No. 10 and all sizes above that. They must be packed in quantities of 500, 250, and 125, respectively, as may be designated in the orders from time to time given for them. Boxes must be labeled in conformity to the form prescribed by the several departments, and when printed envelopes are furnished, a sample showing the printing must be placed upon the front of each box.

The envelopes enumerated in the list under the head of "Miscellaneous," must be neatly boxed and furnished in quantities as is usual with the trade.

All envelopes ordered must be shipped in strong wooden cases when the quantity is sufficiently large to warrant it, or whenever the Department ordering them so directs.

AWARD.

If the bidder to whom the first award shall be made should fail to enter into contract as herein provided, then the award may be annulled and the contract let to the next most desirable bidder in the opinion of the Postmaster-General, and so on until a contract shall be made; and such bidder shall be required to fulfill every stipulation embraced herein as if he were the party to whom the first award was made.

The contract can not in any case be lawfully transferred or assigned.

DELIVERY, INSPECTION, ETC.

Envelopes to be furnished under the contract must be delivered without charge for cartage, packing, etc., in such quantities as may be from time to time ordered by the several executive departments, at such place or places at Washington, D. C., as the Postmaster-General or the department ordering them may direct. Envelopes, however, that may be ordered by the Department of the Interior for use at the various pension agencies, or by the Navy Department for the use of the several navy-yards,[1] naval stations, and navy pay-offices throughout the country, must be shipped thereto by the contractor at his own expense. In all these cases the cartage on the envelopes at the place of delivery is to be paid for by the department or office ordering them. Envelopes required by naval inspectors at private establishments will be ordered shipped to the nearest navy-yard or naval station, but may be sent direct to the office for which intended, at the option of the contractor.

If it should at any time be found desirable, the contractor may, upon orders from any of the departments, make deliveries of envelopes to such points, other than

[1] Following is a list of these pension agencies, navy-yards, etc., with the estimated quantities of envelopes to be required by them during the year:

Pension agency.	White, penalty, 8¼ by 3⅝ inches.	White, penalty, 10¼ by 4⅛ inches.	White, penalty. 6 by 3½ inches.
Augusta, Me	50,000		
Boston, Mass	300,000	10,000	10,000
Buffalo, N. Y	250,000		
Chicago, Ill	300,000		
Columbus, Ohio	400,000		
Concord, N. H	75,000		
Des Moines, Iowa	225,000		10,000
Detroit, Mich	250,000	2,500	
Indianapolis, Ind	240,000		
Knoxville, Tenn	375,000		5,000
Louisville, Ky	196,000	4,000	
Milwaukee, Wis	350,000		
New York City	250,000		
Philadelphia, Pa	300,000		
Pittsburg, Pa	180,000		
San Francisco, Cal	125,000		
Topeka, Kans	600,000		10,000
Washington, D. C	365,000		

NOTE.—It is supposed that when an order is given for envelopes for any one of these pension-agencies, it will comprehend all that are to be sent to it during the year. No positive assurance of this, however, can be given.

Washington, D. C., as may be to his advantage, samples of the envelopes included in such deliveries to be forwarded for inspection to the department ordering them.

The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1899, when the contract term begins; and thereafter they must be furnished and delivered, complete in all respects, upon the orders of the several departments, and in such quantities as may be required. The envelopes must also be furnished upon the orders of Army officers at different points within the United States, to be designated by the Secretary of War, the envelopes so ordered to be paid for, on presentation of bills to said officers, at the regular contract prices, which shall be for delivery on board cars at the point of manufacture or supply, the manner of transportation in every such case to be indicated by the ordering officer at the time when the order is given.

Envelopes must be furnished promptly and in the exact quantities ordered. On the failure of contractor to fill orders within thirty days after they are made, and of satisfactory quality, the right is reserved by the Government to purchase the same in open market, if the exigencies of the service require it, or to declare the contract forfeited; and if a greater price than that of the contract be paid for such envelopes, the difference in the total amount of the purchase will be charged to the contractor. Every order for envelopes that are to be reshipped by the departments after their receipt must be filled in one delivery.

Envelopes will be inspected within a reasonable time after delivery, and if, in the judgment of the department or officer ordering them, they are not in accordance with the contract requirements, they will be rejected. The decisions thus made by the several departments and ordering officers are to be final.

In the event that the exigencies of the public service shall require the acceptance of any envelopes which, in the opinion of the department or officer ordering them,

Location.	Estimated quantities, kinds, and sizes of envelopes.											
	White and cream.						Manila.			Miscellaneous.		
	10¼ by 4¼ inches—Item 9.	10¼ by 4¼ inches—Item 1.	9¼ by 4¼ inches—Item 2.	8¼ by 3½ inches—Item 3.	6 by 3½ inches—Items 6 and 16.	5¼ by 3½ inches—Item 7.	15 by 10 inches—Item 39.	5¼ by 3½ inches—Item 116.	4¼ by 2¼ inches—Item 119.	6 by 3½ inches—Items 131–134.	5¼ by 3½ inches—Items 138–141.	5¼ by 4¼ inches—Item 137.
NAVY-YARDS.												
Portsmouth, N. H.	5,000	10,000	10,000	10,000	10,000	10,000	5,000	10,000	10,000	10,000	10,000	10,000
Boston, Mass	10,000	20,000	20,000	10,000	20,000	20,000	10,000	20,000	10,000	10,000	10,000	10,000
Brooklyn, N. Y	25,000	100,000	100,000	100,000	200,000	200,000	50,000	200,000	100,000	50,000	50,000	100,000
League Island, Pa.	5,000	15,000	15,000	10,000	10,000	10,000	5,000	20,000	10,000	10,000	10,000	10,000
Norfolk, Va	15,000	50,000	50,000	25,000	50,000	50,000	20,000	50,000	25,000	20,000	20,000	25,000
Pensacola, Fla	5,000	5,000	10,000	5,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	5,000
Mare Island, Cal	20,000	50,000	50,000	50,000	100,000	100,000	25,000	50,000	50,000	25,000	25,000	50,000
NAVAL STATIONS.												
New London, Conn		5,000	5,000	5,000	5,000	5,000		5,000				2,000
Newport, R. I	5,000	10,000	10,000	10,000	10,000	10,000	10,000	5,000	5,000	10,000	10,000	10,000
Port Royal, S. C	5,000	10,000	10,000	10,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	10,000
Key West, Fla	10,000	15,000	15,000	10,000	15,000	10,000	5,000	10,000	5,000	5,000	5,000	10,000
Puget Sound		10,000	10,000	5,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	5,000
Bremerton, Wash												
PAY OFFICES.												
Boston, Mass	10,000	15,000	15,000	10,000	10,000	10,000	5,000					5,000
New York	15,000	20,000	20,000	10,000	20,000	10,000	5,000					10,000
Philadelphia	10,000	10,000	10,000	10,000	10,000	5,000						5,000
Baltimore	5,000	5,000	5,000	5,000	5,000	5,000						5,000
Norfolk	10,000	15,000	15,000	10,000	15,000	10,000	5,000					5,000
San Francisco	10,000	15,000	15,000	10,000	15,000	10,000	5,000					10,000
NAVAL ACADEMY.												
Annapolis, Md	10,000	10,000	15,000	10,000	15,000	10,000	10,000	10,000	5,000	5,000	5,000	10,000

NOTE.—Envelopes required for navy-yards, naval stations, and pay offices will be ordered in large quantities from time to time as may be necessary to replenish stock.

are inferior in any respect to the requirements of the contract, the right is reserved to fix the price thereof, and to pay for such inferior envelopes any compensation less than the contract price that may seem just and reasonable, under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

CONTRACTOR'S SURETIES.

The contractor will be required to have at least two responsible sureties, or the surety of a regularly incorporated guaranty company, satisfactory to the Postmaster-General, who shall be parties to the contract, in which it shall be covenanted and agreed that in case the said contractor shall fail to do or perform all or any of the stipulations of said contract on the part of said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America such amount as the Postmaster-General may fix in the contract, not to exceed $25,000, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable. Such sureties shall justify their responsibility by affidavit showing that they severally own and possess property of the clear value in the aggregate of double the amount of the above-mentioned forfeiture, over and above all debts and liabilities and all property by law exempt from execution—to be sworn to before a clerk of a court of record or other officer authorized to administer oaths, and to be approved by a United States judge, district attorney, or postmaster in the district or place where the sureties reside or do business.

If at any time during the continuance of the contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

PAYMENTS.

Payments for envelopes actually delivered will be made monthly by the Departments or officers ordering them, after proper examination and verification of accounts, which accounts shall be rendered upon forms to be furnished by such Departments or officers, respectively.

Payments may be withheld if it shall appear to the satisfaction of the Departments or officers ordering the envelopes that the contract has not been complied with in any particular.

RESERVATIONS.

The Postmaster-General reserves the right to reject any and all bids, to waive technical defects, and to accept any part of any bid and reject the other part if in his judgment the interests of the Government shall requre it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Government articles inferior to those required by the contract. And any action taken by the Postmaster-General in pursuance of this latter stipulation shall not affect or impair any right or claim of the United States to damages for the breach of any of the covenants of the contract by the contractor.

BLANK FORMS—ADDRESSES OF PROPOSALS.

Blank forms for bids will be furnished on application to the Third Assistant Postmaster-General, Washington, D. C.

All proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

Proposals must not be sent in the same package with the samples of paper to be submitted by bidders, as hereinbefore required.

CH. EMORY SMITH,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., March 28, 1899.

No. 19.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1899, under contracts made by the Postmaster-General, in accordance with section 96 of the act of Congress approved January 12, 1895.*

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand. Plain.	Printed
			WHITE.		
1	2,000,000	United States Envelope Co., of Springfield, Mass.	10¼ by 4¼ inches, first quality paper, 50 pounds...	$1.63	$1.75
			second quality paper, 50 pounds	1.46	1.58
2	4,000,000	do.....	9¼ by 4¼ inches, first quality paper, 50 pounds....	1.39	1.49
			second quality paper, 50 pounds.	1.16	1.26
3	16,000,000	do.....	8¼ by 3½ inches, first quality paper, 50 pounds....	1.26	1.36
			second quality paper, 50 pounds.	1.06	1.16
4	1,000,000	do.....	8¼ by 3¼ inches, first quality paper, 50 pounds....	1.26	1.36
			second quality paper, 50 pounds.	1.08	1.18
5	200,000	do.....	6¼ by 3½ inches, first quality paper, 50 pounds....	.88	1.00
			second quality paper, 50 pounds.	.74	.86
6	3,600,000	do.....	6 by 3½ inches, first quality paper, 50 pounds....	.82	.92
			second quality paper, 50 pounds.	.69	.79
7	900,000	do.....	5½ by 3½ inches, first quality paper, 50 pounds....	.71	.83
			second quality paper, 50 pounds.	.61	.73
8	5,000	do.....	4¼ by 2½ inches, first quality paper, 50 pounds....	.71	.83
			second quality paper, 50 pounds.	.61	.73
			CREAM LAID.		
9	160,000	United States Envelope Co., of Springfield, Mass.	10¼ by 4¼ inches, highly calendered, No. 1 quality, 60 pounds.	2.10	2.22
10	25,000	do.....	10¼ by 4¼ inches, same as above, 70 pounds.....	2.41	2.53
11	45,000	do.....	9¼ by 4¼ inches, same as above, 60 pounds.....	1.64	1.74
12	200,000	do.....	8¼ by 3½ inches, same as above, 60 pounds.....	1.44	1.54
13	30,000	do.....	8¼ by 3¼ inches, same as above, 60 pounds.....	1.44	1.54
14	12,000	do.....	6¼ by 3¼ inches, same as above, 60 pounds.....	1.20	1.32
15	400,000	do.....	6 by 3½ inches, same as above, 50 pounds.....	.82	.92
16	180,000	do.....	5½ by 3½ inches, same as above, 50 pounds.....	.71	.81
			AZURE BLUE.		
17	16,000	United States Envelope Co., of Springfield, Mass.	11¼ by 5 inches, 50 pounds.....	2.13	2.38
18	150,000	do.....	9¼ by 4¼ inches, 50 pounds	1.49	1.59
19	25,000	do.....	8¼ by 3½ inches, 50 pounds	1.38	1.48
20	80,000	do.....	6¼ by 3¼ inches, 50 pounds	.98	1.08
21	65,000	do.....	5½ by 3½ inches, 50 pounds	.73	.98
			CLOTH LINED.		
22	5,000	R. Carter Ballantyne, of Washington, D. C.	16 by 10 inches (to be made of 60-pound rope manila).	39.00	39.50
23	500	United States Envelope Co., of Springfield, Mass.	15¼ by 10¼ inches, white, open end.....	35.50	36.00
24	3,000	do.....	15¼ by 9¼ inches, azure.....	35.50	36.00
25	2,000	R. Carter Ballantyne, of Washington, D. C.	13 by 8¼ inches, azure.....	27.45	27.95
26	2,000	United States Envelope Co., of Springfield, Mass.	11 by 9 inches, white	27.05	27.55
27	20,000	R. Carter Ballantyne, of Washington, D. C.	10¼ by 4¼ inches, white	11.85	12.35
28	2,000	do.....	10¼ by 6 inches, white	16.40	16.90
29	1,000	do.....	10¼ by 4¼ inches, azure.....	11.85	12.35
30	25,000	do.....	10 by 5 inches, azure.....	12.95	13.45
31	16,000	do.....	10 by 4¼ inches, white	11.10	11.60
32	1,000	do.....	9¼ by 6¼ inches, azure.....	15.10	15.60
33	55,000	do.....	9¼ by 4 inches, azure.....	9.10	9.60
34	5,000	do.....	6¼ by 4¼ inches, azure.....	9.40	9.90
35	10,000	do.....	6¼ by 3½ inches, azure.....	5.50	6.00

No. 19.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand. Plain.	Printed.
			MANILA.		
36	10,000	United States Envelope Co., of Springfield, Mass	16 by 10 inches (rope manila), first quality paper, 100 pounds.	$10.33	$10.83
37	27,000	do.....	15 by 12 inches, first quality paper, 100 pounds..	7.55	8.05
38	1,000	do.....	15 by 11 inches, first quality paper, 100 pounds..	8.05	8.55
39	31,000	do.....	15 by 10 inches, first quality paper, 100 pounds..	6.85	7.35
40	10,000	do.....	15 by 9½ inches (rope manila), first quality paper, 100 pounds.	9.34	9.84
41	1,500	do.....	15 by 9 inches, first quality paper, 100 pounds...	7.75	8.25
42	10,000	do.....	14 by 10 inches, first quality paper, 110 pounds..	7.01	7.51
43	65,000	do.....	14 by 10 inches, first quality paper, 100 pounds..	6.21	6.71
44	12,000	do.....	14 by 10 inches, first quality paper, 80 pounds...	5.76	6.26
45	10,000	do.....	13½ by 8½ inches, first quality paper, 80 pounds..	5.49	5.99
46	250,000	do.....	13½ by 10 inches, first quality paper, 80 pounds..	5.35	5.60
47	5,000	do.....	13½ by 9½ inches, first quality paper, 80 pounds..	5.80	6.30
48	1,000	do.....	13½ by 6½ inches, first quality paper, 80 pounds..	5.30	5.80
49	160,000	do.....	13 by 11 inches, first quality paper, 80 pounds...	5.35	5.85
50	16,000	do.....	12½ by 10½ inches, first quality paper, 110 pounds	6.99	7.49
51	10,000	do.....	12½ by 10½ inches, first quality paper, 80 pounds.	5.74	6.24
52	250,000	do.....	12½ by 9½ inches, first quality paper, 60 pounds..	3.93	4.18
53	75,000	do.....	12½ by 9 inches, first quality paper, 100 pounds..	5.79	6.29
54	50,000	do.....	12½ by 9 inches (rope manila), first quality paper, 80 pounds.	6.64	7.14
55	50,000	do.....	12½ by 9 inches, first quality paper, 60 pounds...	3.93	4.43
56	10,000	do.....	12½ by 9 inches (rope manila), first quality paper, 60 pounds.	5.44	5 94
57	25,000	do.....	12½ by 6 inches, square lap, first quality paper, 80 pounds.	4.06	4.56
58	15,000	do.....	12½ by 5½ inches, first quality paper, 80 pounds..	3.68	4.18
59	1,000,000	do.....	12½ by 5½ inches (rope manila), first quality paper, 60 pounds.	3.23	3.38
60	12,000	do.....	12 by 10½ inches, first quality paper, 50 pounds..	3.72	4.22
			12 by 10½ inches, second quality paper, 50 pounds.	3.48	3.98
61	6,000	do.....	12 by 10 inches, open end, first quality paper, 50 pounds.	3.69	4.19
			second quality paper. 50 pounds.	3.45	3.95
62	10,000	do.....	12 by 9½ inches, first quality paper, 50 pounds...	3.75	4.25
			second quality paper, 50 pounds	3.50	4.00
63	125,000	do.....	12 by 9½ inches, first quality paper, 80 pounds...	4.47	4.97
64	1,000	do.....	12 by 9 inches, open end, first quality paper, 60 pounds.	5.05	5.55
65	25,000	do.....	12 by 8 inches, first quality paper, 80 pounds....	4.20	4.70
66	400,000	do.....	12 by 8 inches, first quality paper, 60 pounds....	3.38	3.63
67	35,000	do.....	11½ by 9½ inches, first quality paper, 80 pounds..	4.72	5.22
68	100,000	do.....	11½ by 8½ inches, first quality paper, 60 pounds..	3.38	3.88
69	10,000	do.....	11½ by 8½ inches, first quality paper, 60 pounds..	3.63	4.13
70	10,000	do.....	11½ by 7½ inches, first quality paper, 80 pounds..	4.06	4.56
71	50,000	do.....	11½ by 7½ inches (rope manila), first quality paper, 60 pounds.	4.10	4.60
72	50,000	do.....	11½ by 7 inches, first quality paper, 80 pounds...	4.06	4.56
73	50,000	do.....	11½ by 5½ inches (rope manila), first quality paper, 80 pounds.	4.41	4.91
74	100,000	do.....	11½ by 5 inches, first quality paper, 80 pounds...	2.36	2.61
75	25,000	do.....	11½ by 4½ inches, first quality paper, 80 pounds..	2.36	2.86
76	24,000	do.....	11½ by 7½ inches, first quality paper, 110 pounds.	4.80	5 30
77	6,000	do.....	11½ by 7½ inches, first quality paper, 100 pounds.	4.94	5.44
78	25,000	do.....	11 by 9 inches, first quality paper, 60 pounds....	3 75	4.25
79	75,000	do.....	11 by 8 inches (rope manila), first quality paper, 60 pounds.	4.20	4.70
80	1,700,000	do.....	11 by 7½ inches, first quality paper, 50 pounds....	2.40	2.55
			second quality paper, 50 pounds.	2.24	2.39
81	75,000	do.....	11 by 5 inches, first quality paper, 50 pounds.....	1.35	1.60
			second quality paper, 50 pounds.	1.25	1.50
82	200,000	do.....	10½ by 7½ inches, open end, first quality paper, 50 pounds.	2.70	2.95
			second quality paper, 50 pounds.	2.54	2.79
83	2,500,000	do.....	10½ by 7 inches, open end, first quality paper, 60 pounds.	2.71	2.86

No. 19.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Price per thousand. Plain.	Printed.
			MANILA—continued.		
84	50,000	United States Envelope Co., of Springfield, Mass.	10¼ by 7 inches (rope manila), first quality paper, 60 pounds.	$3.68	$4.18
85	20,000	do.....	10¼ by 6½ inches, first quality paper, 110 pounds.	4.76	5.26
86	20,000,000	do.....	10¼ by 6½ inches, first quality paper, 40 pounds...	1.51	1.66
			second quality paper, 40 pounds	1.40	1.55
87	2,500,000	do.....	10¼ by 6½ inches, open end, first quality paper, 60 pounds.	2.40	2.55
88	4,000	do.....	10⅛ by 5½ inches, first quality paper, 50 pounds...	2.40	2.90
			second quality paper, 50 pounds	2.28	2.78
89	1,500,000	do.....	10½ by 6½ inches, first quality paper, 50 pounds...	1.72	1.87
			second quality paper, 50 pounds	1.60	1.75
90	50,000	do.....	10½ by 6½ inches (rope manila), first quality paper, 50 pounds.	2.42	2.92
91	100,000	do.....	10¾ by 4¼ inches, ungummed (rope manila), first quality paper, 80 pounds.	2.72	2.97
92	15,000	do.....	10¾ by 8¼ inches, first quality paper, 80 pounds...	4.72	5.22
93	15,000	do.....	10¾ by 8¼ inches, first quality paper, 60 pounds...	3.67	4.17
94	210,000	Western Envelope Co., of Centralia, Ill.	10¾ by 4¼ inches, first quality paper, 40 pounds...	1.03	1.23
a 95	30,000		10 by 7 inches, open end (tension envelope), 80 pounds.		
96	2,500	United States Envelope Co., of Springfield, Mass.	10 by 6½ inches, open end, first quality paper, 40 pounds.	1.95	2.45
			second quality paper, 40 pounds.	1.85	2.35
97	1,000	do.....	10 by 5 inches, double fold, first quality paper, 80 pounds.	3.95	4.45
98	40,000	do.....	9¼ by 6½ inches, first quality paper, 110 pounds.	3.72	4.22
99	20,000	do.....	9¼ by 6½ inches, first quality paper, 100 pounds.	3.57	4.07
100	200,000	do.....	9¼ by 5½ inches, first quality paper, 50 pounds..	2.06	2.31
			second quality paper, 50 pounds	1.95	2.20
101	1,000	do.....	9¼ by 4¼ inches, first quality paper, 80 pounds..	3.33	3.83
102	10,000	do.....	9¼ by 4¼ inches, ungummed, first quality paper, 80 pounds.	1.87	2.37
103	450,000	Western Envelope Co., of Centralia, Ill.	9¼ by 4¼ inches, ungummed, first quality paper, 60 pounds.	.91	1.06
104	40,000	United States Envelope Co., of Springfield, Mass.	9¼ by 4¼ inches, first quality paper, 40 pounds..	.84	1.09
			second quality paper, 40 pounds	.78	1.03
105	950,000	do.....	9¼ by 4¼ inches, first quality paper, 36 pounds..	.74	.84
			second quality paper, 36 pounds	.69	.79
106	423,000	Western Envelope Co., of Centralia, Ill.	8¾ by 3¾ inches, first quality paper, 60 pounds..	.85	1.00
107	50,000	United States Envelope Co., of Springfield, Mass.	8¾ by 3¾ inches, ungummed, first quality paper, 60 pounds.	.97	1.22
108	6,500,000	do.....	8¾ by 3¾ inches, first quality paper, 28 pounds..	.62	.72
			second quality paper, 28 pounds	.59	.69
109	25,000	do.....	8¼ by 5 inches, first quality paper, 36 pounds...	1.81	2.31
			second quality paper, 36 pounds	1.74	2.24
110	100,000	do.....	8¼ by 3½ inches, ungummed, first quality paper, 50 pounds.	.86	1.11
			second quality paper, 50 pounds.	.80	1.05
111	3,500,000	do.....	8¼ by 3½ inches, first quality paper, 36 pounds..	.72	.82
			second quality paper, 36 pounds	.68	.78
112	25,000	do.....	8 by 4 inches, first quality paper, 36 pounds....	1.64	2.14
			second quality paper, 36 pounds.	1.58	2.08
113	728,000	do.....	7 by 4 inches, first quality paper, 28 pounds....	1.27	1.52
			second quality paper, 28 pounds.	1.24	1.49
114	1,500,000	do.....	6¾ by 3¾ inches, first quality paper, 28 pounds..	.44	.54
			second quality paper, 28 pounds	.42	.52

a No contract covers this envelope.

No. 19.—*Schedule of envelopes to be furnished the several Executive Departments of the Government at Washington, D. C., etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand. Plain.	Printed.
			MANILA—continued.		
115	55,000	United States Envelope Co., of Springfield, Mass.	6 by 3⅝ inches, first quality paper, 28 pounds...	$0.40	$0.65
			second quality paper, 28 pounds.	.38	.63
116	175,000	do.....	5¼ by 3¼ inches, open end (rope manila), first quality paper, 80 pounds.	2.23	2.48
117	50,000	do.....	5¼ by 4 inches, open end, ungummed (rope manila), first quality paper, 80 pounds.	2.23	2.48
118	80,000	do.....	5 7/16 by 3 7/16 inches, first quality paper, 28 pounds.	.45	.70
			second quality paper, 28 pounds.	.42	.67
119	100,000	do.....	4⅛ by 2⅛ inches, first quality paper, 40 pounds..	.40	.55
			second quality paper, 40 pounds	.38	.53
120	25,000	do.....	4⅛ by 2⅛ inches, open end, first quality paper, 50 pounds.	.50	.75
			second quality paper, 50 pounds.	.48	.73
121	5,000	do.....	2 by 2 inches, first quality paper, 50 pounds....	1.13	1.63
			second quality paper, 50 pounds.	1.12	1.62
			MISCELLANEOUS.		
122	20,000	R. Carter Ballantyne, of Washington, D. C.	9½ by 4 inches, parchment vellum, R. & P., No. 2540-10.	4.98	
123	30,000	do.....	9½ by 4 inches, parchment vellum, R. & P., No. 2562-10.	5.49	
124	25,000	do.....	8⅛ by 3⅞ inches, parchment vellum, R. & P., No. 2540-9.	4.77	
125	50,000	do.....	8⅛ by 3⅞ inches, parchment vellum, R. & P., No. 2562-9.	5.24	
126	1,000	do.....	7 by 4½ inches, Hurd's velvet-finish parchment, 60-pound, 51-9.	4.96	
		do.....	Hurd's satin wove, 60-pound 51-9	5.64	
127	1,000	do.....	7 by 3½ inches, Hurd's Irish linen, 54-pound, Ardsley.	4.50	
128	1,000	do.....	6½ by 4 inches, Crane's parchment vellum, 50-pound, N. S. 10, white or cream.	6.39	
129	3,500	do.....	6½ by 4¼ inches, Crane's kid finish, 60-pound, N. S. 11.	6.86	
130	5,000	do.....	6½ by 3½ inches, Crane's bond, No. 29, N. S. 6½....	6.96	
131	18,500	do.....	6 by 3½ inches, Crane's parchment vellum, 50-pound, N. S. 6.	3.88	
132	37,000	do.....	6 by 3½ inches, Crane's distaff linen, 54-pound, N. S. 6.	4.39	
133	50,000	do.....	6 by 3½ inches, parchment vellum, R. & P., No. 2562-6, light blue.	3.72	
134	20,000	do.....	6 by 3½ inches, Crane's bond, No. 21, N. S. 6, white laid.	4.15	
135	8,000	do.....	5⅜ by 4¼ inches, parchment vellum, R. & P., No. 2540, O. B., white.	3.92	
136	5,000	do.....	5 7/16 by 3 7/16 inches, Crane's superfine 60-pound Gladstone. antique wove.	3.47	
		do.....	Whiting's standard linen, 70-pound. Lakewood.	6.10	
		Easton & Rupp, of Washington, D. C.	Whiting's woven linen, Lakewood, white or azure.	4.66	
137	75,000	do.....	5½ by 4½ inches, Whiting's standard linen, 54-pound, white, Alsatian.	4.80	
		R. Carter Ballantyne, of Washington, D. C.	Hurd's Irish linen, 54-pound, N. S. 5½.	4.56	
138	20,000	do.....	5½ by 3½ inches, Crane's distaff linen, 54-pound, N. S 5.	4.39	
139	30,000	do.....	5½ by 3½ inches, Hurd's Irish linen, 54-pound, N. S. 5.	2.65	
		Easton & Rupp, of Washington, D. C.	Perfection linen, 5-XX, cream-laid.	1.60	
140	6,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches, Hurd's royal vellum, 50-pound, N. S. 5.	2.90	
*41	3,000	do.....	5½ by 3½ inches, parchment vellum, R. & P., No. 2540-5.	2.90	

No. 19.—*Schedule of envelopes be furnished to the several Executive Departments of the Government, at Washington, D. C., etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand. Plain.	Printed.
			MISCELLANEOUS—continued.		
142	11,000	R. Carter Ballantyne, of Washington, D. C.	5⅛ by 4¼ inches, Crane's distaff linen, 64-pound, N. S. 5½.	$6.15	
		do	pure Irish linen, R. & P., No. 520–6, bar.	3.87	
143	18,000	do	5½ by 3⅜ inches, Hurd's standard, 70-pound, royal.	2.69	
144	54,000	do	5½ by 4¼ inches, Hurd's standard, 70-pound, N. S. 5½.	3.23	
145	25,000	do	5½ by 4¼ inches, R. & P., XXX, No. 196–5, bar., white.	1.20	
146	20,000	do	5½ by 4⅛ inches, Crane's parchment vellum, 50-pound, bar. 1, white or azure.	3.88	
		do	parchment vellum, R. & P., No. 2560–5, bar., and No. 2562–5, bar., white or azure.	3.62	
147	15,000	do	5½ by 4⅛ inches, Hurd's royal vellum, 60-pound, bar. 1, white or cream.	3.27	
		do	parchment vellum, R. & P., No. 2560–5, bar., and No. 2562–5, bar., cream or azure.	3.62	
148	220,000	do	5½ by 4⅛ inches, Crane's distaff linen, 54-pound, bar. 1.	4.39	
		do	Crane's distaff linen, 42-pound, bar. 1.	3.87	
		Easton & Rupp, of Washington, D. C.	Whiting's standard linen, No. 495, N. S. 4½.	4.25	
149	6,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4⅛ inches, Crane's "old style," 70-pound, bar. 1.	4.88	
		do	Crane's bond, No. 25, bar. 1....	4.96	
150	1,000	do	5½ by 4⅛ inches, Crane's superfine, 50-pound, antique, laid, bar. 1.	3.06	
151	65,000	do	5½ by 4⅛ inches, Hurd's Egyptian linen, 16-pound, bar. 1.	2.27	
		do	pure Irish linen, R. & P., No. 160–5, bar.	2.69	
152	45,000	do	4½ by 3⅛ inches, Crane's distaff linen, 54-pound, bar. 2.	3.73	
		do	pure Irish linen, R. & P., No. 520–4, bar., satin or mill finish.	2.98	
153	5,000	do	4½ by 3⅛ inches, Crane's parchment vellum, 70-pound, bar. 2.	4.10	
154	2,000	do	4½ by 3½ inches, Hurd's Irish linen, 54-pound, "Princess."	2.36	
155	2,000	do	3⅛ by 2½ inches, Hurd's Irish linen, 54-pound, N. S. O.	1.76	
156	50,000	do	4½ by 2½ inches, gold pay, No. 744–2	.39	
157	50,000	do	9½ by 4½ inches, gold pay, XX, No. 744, open end.	2.35	$2.62
158	20,000	do	4½ by 3⅛ inches, Crane's parchment vellum, 50-pound, bar. 2.	3.32	
159	10,000	do	4½ by 3⅛ inches, Crane's "old style," 70-pound, bar. 2.	4.10	
160	50,000	do	5½ by 3½ inches, gold pay, XX, No. 744–5.....	.75	.86

In conclusion, I beg to say that the work of all branches of this bureau has been very satisfactorily performed, the requirements of the service have been fully met, and splendid efficiency has characterized the whole force.

Very respectfully,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Hon. CHARLES EMORY SMITH,
Postmaster-General.

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1899.

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1899.

SIR: I have the honor to invite your attention to the following statement of the operations of this Bureau for the fiscal year ended June 30, 1899:

The Bureau consists of three divisions. The division of appointments, the division of bonds and commissions, and the division of post-office inspectors and mail depredations.

To the division of appointments are referred all papers relating to the appointment of postmasters, to be briefed, jacketed, and filed for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

The division of bonds and commissions is intrusted with the custody of all bonds of postmasters, and keeps the records pertaining thereto. It also prepares all commissions of postmasters for the signature of the Postmaster-General and the President, and keeps all records relating to said commissions.

The division of post-office inspectors and mail depredations consists of post-office inspectors, under the charge of the chief post-office inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

THE DIVISION OF APPOINTMENTS.

A comprehensive view of the work of this division may be had by considering it under the following subdivisions:

Appointments of postmasters;
Establishment and discontinuance of post-offices;
Deaths and resignations of postmasters;
Changes in post-office names and sites;
Complaints and charges against postmasters.

APPOINTMENT OF POSTMASTERS.

The work of the division of appointments for the fiscal year has been much lighter than the preceding year. The policy of former administrations, of removing fourth-class postmasters for political reasons, regardless of length of service, resulted in the change of postmasters in all of the important fourth-class offices early in those administrations.

The four years' term of the great majority of fourth-class postmasters, therefore, expired early in this administration, which accounts for the greatly decreased number of appointments made during the fiscal year as compared with the preceding one. This division, therefore, during the last fiscal year, has been able to give special attention to disciplinary measures and the general improvement of the service.

For convenience, the division is divided into sections of two or more States, with a clerk in charge of each section. These section clerks are under the supervision of the chief of the division. Books of record are kept, showing, by States, the names of post-offices, alphabetically arranged, and the names of postmasters and the dates of their appointment and dates upon which they are commissioned. These records also show the names of all the postmasters who have served at a given place for several years past.

A journal is kept by the chief of the division containing the daily record of all changes in postmasters, changes in the names of post-offices, showing the county and State in which the post-office is located, the name of the retiring postmaster and the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices. A condensed weekly report is made from this daily journal.

In the preparation of papers in the appointment division, post-offices are divided into two general classes—Presidential and fourth-class.

A Presidential office is an office where the salary of the postmaster amounts to not less than $250 per quarter for four consecutive quarters, and the gross receipts for the same time amount to $1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to $1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—first, second, and third. A first-class office is one in which the gross receipts are over $40,000 per annum, the salary of the postmaster of the same being from $3,000 to $6,000. A second-class office is one where the gross receipts amount to $8,000 and not exceeding $40,000 per annum, the salary of the postmasters of this class being from $2,000 to $2,900 per annum. A third-class office is one where the gross receipts are $1,900 and not exceeding $8,000 per annum, the salary of the postmaster being from $1,000 to $1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than $1,900 per annum, or where the salary of the postmaster does not amount to $250 per quarter for four consecutive quarters. Fourth-class offices are divided into three kinds—money-order, limited money-order, and nonmoney-order. A money-order office is one where money-orders are sold in all sums not to exceed $100. A limited money-order office is one where money-orders are sold in sums not to exceed $5. Nonmoney-order offices are offices that are not authorized to do a money-order business.

Presidential postmasters are appointed by the President and confirmed by the Senate. Papers in all Presidential cases are prepared in the appointment division and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is then mailed from the bond division to the

appointee. After the bond of the newly appointed postmaster is filed and approved a commission is then issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session, a vacation appointment may be made. In vacation appointments cases are prepared for the consideration of the Postmaster-General and President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned, which commission holds until the adjournment of the first session of the Senate following his appointment, or until his successor is nominated and confirmed by the Senate, unless said commission is sooner revoked by the President.

When the Senate meets, the President nominates postmasters for all vacancies that have occurred during the recess of the Senate. He may nominate the postmaster appointed in vacation, or some other candidate, if he prefers. Upon the confirmation of any postmaster by the Senate the commission of the postmaster appointed for the vacation terminates, and upon the filing of a new bond the postmaster is commissioned for a term of four years from the date of his confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the appointment division and submitted by the chief of the division to the Fourth Assistant Postmaster General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the bond division to the appointee, and upon the approval of his bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT OF POST-OFFICES.

It has been the policy of this Bureau, since the beginning of the present Administration, to establish a post-office wherever it is desired and it is shown that it will accommodate a reasonable number of people, the purpose being to give the people the most convenient mail facilities possible. It is believed that such a policy contributes to popular intelligence and good citizenship. When a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded. When returned, favorable or adverse action is taken, as the good of the service may direct. The petitioners are always advised of the decision of the Department and reasons therefor.

DISCONTINUANCE OF POST-OFFICES.

In cases where an office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, the office is discontinued; but before discontinuing the same a public notice is posted upon the door of the post-office for fifteen days, stating that upon a certain day the office will be discontinued. If in the meantime, however, the people petition for its continuance, and present a suitable candidate for postmaster, the office is continued and the party whose name they present for postmaster is appointed.

PRIVATE POST-OFFICES.

A number of post-offices which might be styled private post-offices have been discontinued during the year. Information has come to the Department that there were a number of post-offices being conducted

throughout the country for the sole benefit of some corporation, nursery company, patent-medicine firm, or other private business institution, the result being that the Government was not only deprived of its legitimate revenues, but said institutions were also receiving undue advantages over competing firms in postal facilities. The company or corporation would usually have some one connected with the institution appointed postmaster, and the firm would get the advantage of the cancellations or the salary and allowances of the postmaster. To permit such post-offices to exist not only greatly reduces the revenues of the Department, but may be fruitful of fraud, and is, in the judgment of this Bureau, very much against public policy. In some instances these corporations or business institutions derived thousands of dollars of revenue from the Government, which virtually amounted to a commission or discount on their postal business.

RURAL FREE DELIVERY.

The extension of the rural free delivery service throughout the country has resulted in the discontinuance of 80 post-offices, the salaries of the postmasters at said offices aggregating $4,719. Upon the urgent request of the patrons, a number of these offices have been reestablished, and many more requests for reestablishment were on file in the Department at the close of the fiscal year that had not been acted upon.

DEATHS AND RESIGNATIONS OF POSTMASTERS.

Upon receiving notice of the death of a postmaster, a record of the same is made and the division of bonds and commissions is notified, which division then notifies the sureties that they are required to take possession of the office and appoint an acting postmaster, to serve until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received, it is filed and steps are at once taken to secure a successor.

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the Bureau to give plain, simple names, of a single word. This rule, however, is too frequently interfered with by local conditions. A sentiment emanating from some historical incident or some special business interests of the locality may create in the minds of the people a desire for some special name that does not conform to the rule, and in deference to this sentiment or interest the Bureau often finds it necessary to make exceptions to the rule.

In the changing of the sites of fourth-class post-offices the greatest convenience to the largest number of patrons is considered. In many cases bitter controversies arise over the location of a post-office, and it is found necessary to detail an inspector to make an investigation of the matter in person.

COMPLAINTS AGAINST POSTMASTERS.

Complaints against postmasters are frequent. Whenever it appears from their nature that they are worthy of consideration, careful attention is given the same, and if the gravity of the case warrants it is referred to an inspector for investigation. Whenever it appears that a postmaster has violated the Postal Laws and Regulations, and the offense does not seem of sufficient gravity to warrant his removal from office, an official reprimand is forwarded to the postmaster, a copy of which is filed with the division of appointments against his record.

The following tables and explanatory notes in connection therewith give a comprehensive idea of the work done in the appointment division for the fiscal year:

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-offices established, discontinued, advanced to Presidential grade, relegated to fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1898.	1899.		
Post-offices established	3,601	2,935		666
Post-offices discontinued	1,053	1,505	452	
Fourth-class offices advanced to Presidential	107	201	94	
Presidential offices relegated to fourth class	47	17		30
Number of Presidential offices	3,816	3,993	177	
Number of fourth-class offices	69,754	71,007	1,253	
Total number of offices	73,570	75,000	1,430	

APPOINTMENTS DURING THE YEAR.

Presidential offices:				
On resignations	143	40		103
On deaths	39	36		3
On expiration of terms	1,454	603		851
On removals	406	205		201
On offices becoming Presidential	115	197	82	
Total number of Presidential appointments during the year	2,157	1,081	82	1,158
Fourth-class offices:				
On resignations	8,200	6,970		1,230
On deaths	881	879		2
On removals at expiration of four years' service	8,400	1,963		6,437
On removals	2,369	758		1,611
On offices relegated from Presidential to fourth class	45	18		27
On establishments	3,601	2,935		666
Total number of fourth-class appointments	23,496	13,523		9,973
Total number of appointments	25,653	14,604		

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year	2,935
Total number of post-offices discontinued during the year	1,505
Total number of names and sites changed	1,865

TABLE A.—*Showing number of appointments of Presidential offices during the year, by States and Territories.*

States and Territories.	Resigned.	Commissions expired.	Removed.	Deceased.	Offices become Presidential.	Total number of cases.
Alabama		9	1		3	13
Alaska					1	1
Arizona			1		4	5
Arkansas		2			1	3
California		20	5		4	29
Colorado	4	4	1	2	1	12
Connecticut		26	1		2	29
Delaware		3			1	4
District of Columbia		1				1
Florida		2	4	1	1	8
Georgia		4	8		1	13
Idaho	1	4			1	6
Illinois	3	20	9	1	8	41
Indiana	3	4	8	1	11	27
Indian Territory	2	1	1		5	9
Iowa	2	37	11	3	11	64
Kansas	1	14	6	2	9	32
Kentucky	1	4	4	1	2	12
Louisiana		4	4		1	9
Maine		8	2	2	2	14
Maryland		12	5	1		18
Massachusetts	2	35	5	1	1	44
Michigan	3	22	8		7	40
Minnesota		24	2	2	10	38
Mississippi		4	2		2	8
Missouri	1	9	6		8	24
Montana	1	2	1		1	5
Nebraska	4	7	4		4	19
Nevada				1	2	3
New Hampshire		12	1		1	14
New Jersey	2	16	1	2	6	27
New Mexico		1				1
New York	2	82	38	4	9	135
North Carolina	2	3	2	1	5	13
North Dakota		3	1		1	5
Ohio		47	9	2	11	69
Oklahoma		1	4		2	7
Oregon		4	4	1		9
Pennsylvania	1	79	18	4	14	116
Rhode Island		4			1	5
South Carolina		6	2			8
South Dakota	1	4	1		4	10
Tennessee		4	2	1	5	12
Texas	2	15	10	1	8	36
Utah		3				3
Vermont		5	3	1	2	11
Virginia		2	4		1	7
Washington		5	2		5	12
West Virginia		5		1	4	10
Wisconsin	2	20	3		12	37
Wyoming			1		2	3
Total	40	603	205	36	197	1,081

TABLE B.—*Showing the number of fourth-class appointments, establishments, and discontinuances, by States and Territories.*

States and Territories.	Resignations.	Removals at expiration of four years.	Removals.	Deaths.	Relegated from Presidential.	Established.	Discontinued.	Total number of cases.
Alabama	251	47	10	29	1	147	49	534
Alaska	6		2			19	4	27
Arizona	37	3	3	4		12	11	70
Arkansas	296	49	27	38		97	48	555
California	150	58	20	16		62	45	351
Colorado	106	37	26	7		37	37	250
Connecticut	26	16	1	10		2	6	61
Delaware	4	9	1	2		5		21
District of Columbia	1	1						2
Florida	126	22	19	18		91	57	333
Georgia	263	65	34	27		197	113	699
Idaho	68	9	1	7		29	16	130
Illinois	220	54	23	23	4	66	21	411
Indiana	217	23	13	19		30	41	347
Indian Territory	103	9	15	9		33	26	195
Iowa	173	49	15	16		32	27	312
Kansas	180	30	20	19		47	39	335
Kentucky	337	67	26	28	1	151	54	664
Louisiana	107	32	11	10		59	30	249
Maine	67	18	6	21		24	14	150
Maryland	79	34	9	14		23	17	176
Massachusetts	33	27	1	7		9	6	83
Michigan	157	63	19	20	1	102	31	393
Minnesota	167	56	17	16	1	77	18	352
Mississippi	178	46	17	34		96	49	420
Missouri	409	82	47	33	1	126	51	749
Montana	58	12	7	3		38	22	140
Nebraska	122	27	12	9		22	23	215
Nevada	14	6	2	2		16	11	51
New Hampshire	33	13	4	5		7	2	64
New Jersey	36	34	9	11		11	10	111
New Mexico	42	13	13	4		25	23	120
New York	177	157	38	47	2	52	40	513
North Carolina	195	108	24	54		91	31	503
North Dakota	47	16	6	3		33	19	124
Ohio	295	105	38	45	3	62	47	595
Oklahoma	108	13	10	5		62	16	214
Oregon	139	24	11	3		29	27	233
Pennsylvania	367	117	51	65		103	52	755
Rhode Island	3	8	1			3	1	16
South Carolina	98	27	9	18		51	40	243
South Dakota	75	14	12	5		28	12	146
Tennessee	294	58	14	28		155	58	607
Texas	364	69	33	38	2	194	86	786
Utah	27	14	3	2		13	6	65
Vermont	39	8	5	8		7	1	68
Virginia	214	86	32	42		153	42	569
Washington	118	31	7	7	1	43	28	235
West Virginia	176	45	14	27		71	40	373
Wisconsin	135	48	14	19	1	65	35	317
Wyoming	33	4	6	2		28	17	90
Total	6,970	1,963	758	879	18	2,935	1,499	15,022

TABLE C.—*Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.*

States and Territories.	First class.	Second class.	Third class.	June 30—		Increase.	Decrease.	Consolidated and discontinued.
				1899.	1898.			
Alabama	3	4	34	41	39	2		
Alaska			3	3	1	2		
Arizona		3	12	15	11	4		
Arkansas	1	6	36	43	42	1		
California	5	28	84	117	114	3		
Colorado	3	11	34	48	47	1		
Connecticut	5	21	57	83	81	2		
Delaware	1	1	11	13	12	1		
District of Columbia	1		1	2	2			
Florida	1	6	25	32	31	1		
Georgia	4	8	38	50	49	1		
Idaho		2	15	17	16	1		
Illinois	10	46	205	261	257	4		
Indiana	7	38	108	153	142	11		
Indian Territory		1	16	17	12	5		
Iowa	8	29	186	223	212	11		
Kansas	3	19	111	133	124	9		
Kentucky	3	10	49	62	61	1		
Louisiana	1	4	24	29	28	1		
Maine	3	12	52	67	65	2		
Maryland	1	4	24	29	29			
Massachusetts	15	59	96	170	171		1	2
Michigan	7	41	130	178	172	6		
Minnesota	3	13	104	120	111	9		
Mississippi		6	39	45	43	2		
Missouri	3	19	127	149	142	7		
Montana	1	5	19	25	23	2		
Nebraska	3	9	83	95	91	4		
Nevada		1	8	9	8	1		
New Hampshire	2	8	36	46	46			1
New Jersey	8	41	60	109	102	7		
New Mexico		2	11	13	12	1		
New York	19	84	234	337	330	7		1
North Carolina		9	40	49	45	4		1
North Dakota		3	23	26	25	1		
Ohio	11	58	145	214	208	6		
Oklahoma		3	18	21	18	3		
Oregon	1	5	17	23	23			
Pennsylvania	14	71	213	298	284	14		
Rhode Island	3	4	10	17	16	1		
South Carolina	1	3	28	32	31	1		
South Dakota		7	36	43	39	4		
Tennessee	4	4	46	54	50	4		1
Texas	7	21	121	149	143	6		
Utah	1	1	8	10	10			
Vermont	1	8	35	44	42	2		
Virginia	3	13	45	61	60	1		
Washington	3	3	31	37	34	3		
West Virginia	1	10	27	38	33	5		
Wisconsin	5	23	105	133	121	12		
Wyoming		2	8	10	8	2		
Total	176	789	3,028	3,993	3,816	178	1	6

TABLE D.—*Number of fourth-class offices in the United States, showing money-order, limited money-order, and nonmoney-order; also showing number established, discontinued, and the increase or decrease in fourth-class post-offices as compared with previous year.*

States and Territories.	Money-order.	Limited money-order.	Nonmoney-order.	Total fourth-class.	Increase over 1898.	Decrease over 1898.	Established.	Discontinued.	Advanced to Presidential.	Relegated.
Alabama	455	17	1,932	2,404	96		147	49	3	1
Alaska	5		45	50	13		19	4	2	
Arizona	66	1	120	187		3	12	11	4	
Arkansas	400	29	1,408	1,837	48		97	48	1	
California	844	27	671	1,542	14		62	45	3	
Colorado	315	12	368	695		1	37	37	1	
Connecticut	317	2	109	428		6	2	6	2	
Delaware	66		98	164	4		5		1	
District of Columbia	6		6	12						
Florida	369	19	706	1,094	33		91	57	1	
Georgia	602	22	1,983	2,607	83		197	113	1	
Idaho	142	3	262	407	12		29	16	1	
Illinois	1,231	31	1,099	2,361	41		66	21	8	4
Indiana	770	38	1,248	2,056		22	30	41	11	
Indian Territory	129	5	354	488	2		33	26	5	
Iowa	848	49	787	1,684		6	32	27	11	
Kansas	650	43	859	1,552		1	47	39	9	
Kentucky	458	18	2,354	2,830	96		151	54	2	1
Louisiana	264	27	796	1,087	28		59	30	1	
Maine	470	3	714	1,187	8		24	14	2	
Maryland	408	2	771	1,181	6		23	17		
Massachusetts	584	1	201	686	2		9	6	1	
Michigan	808	29	1,146	1,983	65		102	31	7	1
Minnesota	574	31	891	1,496	50		77	18	10	1
Mississippi	257	16	1,501	1,774	45		96	49	2	
Missouri	875	58	1,739	2,772	68		126	51	8	1
Montana	142	10	297	449	14		38	22	2	
Nebraska	475	18	499	992		5	22	23	4	
Nevada	41	2	134	177	4		16	11	1	
New Hampshire	262	1	265	528	4		7	2	1	
New Jersey	390	2	425	817		6	11	10	7	
New Mexico	90	5	204	299	1		25	23	1	
New York	1,892	9	1,497	3,398	4		52	40	9	1
North Carolina	302	25	2,626	2,953	55		91	31	5	
North Dakota	179	12	383	574	13		33	19	1	
Ohio	1,237	53	1,894	3,184	9		62	47	9	3
Oklahoma	123	7	425	555	43		62	16	3	
Oregon	274	17	548	839	2		29	27		
Pennsylvania	1,842	21	3,045	4,908	37		103	52	15	
Rhode Island	84		52	136	1		3	1	1	
South Carolina	169	6	1,165	1,340	10		51	40	1	
South Dakota	225	19	406	650	12		28	12	4	
Tennessee	318	24	2,480	2,822	92		155	58	5	
Texas	867	62	1,890	2,819	102		194	86	8	2
Utah	120	2	206	328	7		13	6		
Vermont	220	2	309	531	4		7	1	2	
Virginia	489	8	2,910	3,407	110		153	42	1	
Washington	287	17	487	791	12		43	28	4	1
West Virginia	216	7	1,628	1,851	26		71	40	5	
Wisconsin	516	31	1,246	1,793	18		65	35	13	1
Wyoming	69		233	302	9		28	17	2	
Total	22,742	843	47,422	71,007	1,303	50	2,935	1,499	201	17

The following table (E), with its comparisons, shows the number of Presidential post-offices in the various States and Territories, and their numerical rank in the list, beginning with New York, the highest, and closing with Alaska (barring the District of Columbia), the lowest. It also shows the population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of fourth-class post-offices may be largely controlled by local circumstances. The character of the

country roads in a State or Territory greatly influences the necessity of numerous post-offices for the convenience of the people in receiving their mails, and other similar circumstances may increase or decrease the number of fourth-class post-offices, but the number of Presidential offices is fixed largely by the amount of business done by the people.

TABLE E.—*Comparative statement showing the number of Presidential post-offices, by States and Territories, and the rank of each State; also the population of States, from most reliable estimates, and their rank.*

States and Territories.	Presidential post-offices.	Rank in number of Presidential post-offices.	Estimated population from reliable sources.	Rank in population.
New York	337	1	7,000,000	1
Pennsylvania	298	2	6,026,414	2
Illinois	261	3	5,750,000	3
Iowa	223	4	2,185,000	11
Ohio	214	5	4,794,816	4
Michigan	178	6	2,250,000	9
Massachusetts	170	7	2,773,758	8
Indiana	153	8	2,900,000	7
Missouri	149	9	3,250,000	6
Texas	149	10	3,400,000	5
Kansas	133	11	1,389,777	24
Wisconsin	133	12	2,138,000	12
Minnesota	120	13	1,800,000	17
California	117	14	1,408,130	23
New Jersey	109	15	1,950,000	16
Nebraska	95	16	1,275,000	26
Connecticut	83	17	875,000	29
Maine	67	18	700,000	30
Kentucky	62	19	2,200,000	10
Virginia	61	20	1,775,000	19
Tennessee	54	21	2,000,000	14
Georgia	50	22	2,100,000	13
North Carolina	49	23	2,000,000	15
Colorado	48	24	492,500	32
New Hampshire	46	25	402,250	36
Mississippi	45	26	1,625,000	20
Vermont	44	27	344,000	38
Arkansas	43	28	1,500,000	22
South Dakota	43	29	400,000	37
Alabama	41	30	1,800,000	18
West Virginia	38	31	1,005,000	28
Washington	37	32	425,000	34
Florida	32	33	500,000	31
South Carolina	32	34	1,300,000	25
Louisiana	29	35	1,250,000	27
Maryland	29	36	1,620,500	21
North Dakota	26	37	235,000	44
Montana	25	38	250,000	43
Oregon	23	39	480,000	33
Oklahoma	21	40	333,000	39
Idaho	17	41	190,000	45
Indian Territory	17	42	180,132	46
Rhode Island	17	43	420,386	35
Arizona	15	44	100,000	48
Delaware	13	45	175,000	47
New Mexico	13	46	282,000	40
Utah	10	47	275,000	42
Wyoming	10	48	86,000	49
Nevada	9	49	50,000	50
Alaska	3	50	40,000	51
District of Columbia	2	51	280,800	41
Total	3,993			

TABLE F.—*Showing total number of fourth-class post-offices, by States and Territories, in numerical order, and the average compensation of fourth-class postmasters.*

States and Territories.	Fourth-class offices.	Average compensation of postmasters.	Rank in number of fourth-class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania	4,908	$177.95	1	24
Virginia	3,407	110.91	2	44
New York	3,398	227.57	3	11
Ohio	3,184	181.07	4	21
North Carolina	2,953	89.62	5	50
Kentucky	2,830	100.97	6	48
Tennessee	2,822	89.00	7	51
Texas	2,819	153.52	8	33
Missouri	2,772	159.69	9	31
Georgia	2,607	105.72	10	46
Alabama	2,404	94.84	11	49
Illinois	2,361	238.04	12	9
Indiana	2,056	179.95	13	23
Michigan	1,983	205.43	14	14
West Virginia	1,851	114.78	15	42
Arkansas	1,837	107.53	16	45
Wisconsin	1,793	182.95	17	20
Mississippi	1,774	112.67	18	43
Iowa	1,684	262.11	19	5
Kansas	1,552	210.16	20	13
California	1,542	211.40	21	12
Minnesota	1,496	200.38	22	16
South Carolina	1,340	101.14	23	47
Maine	1,187	192.25	24	19
Maryland	1,181	143.92	25	36
Florida	1,094	135.92	26	40
Louisiana	1,087	147.50	27	35
Nebraska	992	250.76	28	7
Oregon	839	157.29	29	32
New Jersey	817	260.15	30	6
Washington	791	162.96	31	28
Colorado	695	192.61	32	17
Massachusetts	686	349.81	33	1
South Dakota	650	180.39	34	22
North Dakota	574	172.49	35	27
Oklahoma	555	140.66	36	37
Vermont	531	232.59	37	10
New Hampshire	528	240.34	38	8
Indian Territory	488	162.42	39	29
Montana	449	175.03	40	25
Connecticut	428	290.12	41	4
Idaho	407	160.79	42	30
Utah	328	192.57	43	18
Wyoming	302	137.36	44	39
New Mexico	299	151.85	45	34
Arizona	187	205.11	46	15
Nevada	177	138.27	47	38
Delaware	164	174.45	48	26
Rhode Island	136	326.91	49	2
Alaska	50	118.60	50	41
District of Columbia	12	326.53	51	3
Total	71,007			

TABLE G.—*Showing the gross receipts of post-offices, by States and Territories, arranged in order of rank in amount expended per capita in use of the mails; also the whole number of post-offices by States and Territories, and their respective ranks.*

States and Territories.	Gross receipts at post-offices.	Average amount expended per capita.	Rank of States in expenditure per capita.	Whole number of post-offices.	Rank in number of post-offices.
District of Columbia	$669,399.63	$2.38	1	14	51
New York	16,317,974.67	2.33	2	3,735	2
Massachusetts	6,145,271.17	2.22	3	856	31
Colorado	999,075.05	2.03	4	743	33
California	2,697,193.60	1.92	5	1,659	21
Connecticut	1,587,920.04	1.81	6	511	39
Vermont	586,623.80	1.71	7	575	37
Nevada	84,852.92	1.70	8	186	47
Illinois	9,348,577.57	1.63	9	2,622	11
New Hampshire	613,084.86	1.52	10	574	38
Montana	377,547.11	1.51	11	474	41
Washington	638,715.10	1.50	12	828	32
Wyoming	129,094.92	1.50	13	312	45
Arizona	148,059.49	1.48	14	202	46
North Dakota	346,725.78	1.48	15	600	35
Rhode Island	613,457.25	1.46	16	153	49
Maine	1,009,822.88	1.44	17	1,254	24
Pennsylvania	8,198,978.77	1.36	18	5,206	1
Michigan	2,999,961.21	1.33	19	2,161	14
Missouri	4,087,807.96	1.26	20	2,921	7
Minnesota	2,245,030.38	1.25	21	1,616	22
New Jersey	2,398,930.58	1.23	22	926	29
Iowa	2,690,117.10	1.19	23	1,907	16
Ohio	5,606,982.11	1.17	24	3,398	4
Oregon	548,686.20	1.14	25	862	30
Kansas	1,522,882.62	1.10	26	1,685	20
Nebraska	1,367,211.91	1.07	27	1,087	28
Indian Territory	188,291.28	1.05	28	505	40
Wisconsin	2,238,769.04	1.05	29	1,926	15
South Dakota	413,312.77	1.03	30	693	34
Utah	284,268.12	1.03	31	338	43
Florida	514,074.26	1.00	32	1,126	26
Idaho	190,709.79	1.00	33	424	42
Delaware	172,127.95	.98	34	177	48
Maryland	1,479,386.70	.91	35	1,210	25
Indiana	2,468,362.66	.85	36	2,209	13
Virginia	1,310,635.97	.74	37	3,468	3
Oklahoma	244,355.95	.73	38	576	36
Louisiana	838,511.94	.67	39	1,116	27
West Virginia	639,593.87	.64	40	1,889	17
Kentucky	1,318,420.76	.60	41	2,892	8
Tennessee	1,187,367.05	.59	42	2,876	9
Georgia	1,214,393.78	.58	43	2,657	10
Texas	1,959,691.55	.58	44	2,968	6
Alaska	20,703.92	.52	45	53	50
New Mexico	143,116.49	.51	46	312	44
Alabama	719,543.33	.40	47	2,445	12
Arkansas	592,815.05	.40	48	1,880	18
North Carolina	788,124.67	.39	49	3,002	5
South Carolina	464,721.26	.36	50	1,372	23
Mississippi	551,195.13	.34	51	1,819	19
Total				75,000	

The above table is a fine index to the business transactions of the various States. In this table New York ranks first, barring the District of Columbia, with $2.33 per capita expended in the use of the mails, and Mississippi ranks lowest, with $0.34 per capita expended in the use of the mails.

TABLE H.—*Total number of cases of all kinds made up and acted upon by the Bureau for the fiscal year ended June 30, 1899.*

States and Territories.	Post-offices.				Fourth-class postmasters.			Presidential cases.						Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.	Relegated to fourth class.	
Alabama	147	49	66	(39)	251	57	29		9	1		3	(1)	612
Alaska	19	4	2	(2)	6	2						1		34
Arizona	12	11	7	(1)	37	6	4			1		4		82
Arkansas	97	48	95	(61)	296	76	38		2			1		653
California	62	45	38	(11)	150	78	16		20	5		4		418
Colorado	37	37	46	(22)	106	63	7	4	4	1	2	1		308
Connecticut	2	6	6	(1)	26	17	10		26	1		2		96
Delaware	5		1		4	10	2		3			1		26
District of Columbia			1		1	1			1					4
Florida	91	57	47	(19)	126	41	18		2	4	1	1		388
Georgia	197	113	79	(34)	263	99	27		4	8		1		791
Idaho	29	16	26	(14)	68	10	7	1	4			1		162
Illinois	66	21	23	(10)	220	77	23	3	20	9	1	8	(4)	471
Indiana	30	41	33	(10)	217	36	19	3	4	8	1	11		403
Indian Territory	33	26	17	(8)	103	24	9	2	1	1		5		221
Iowa	32	27	24	(7)	173	64	16	2	37	11	3	11		400
Kansas	47	39	51	(28)	180	50	19	1	14	6	2	9		418
Kentucky	151	54	53	(29)	337	93	28	1	4	4	1	2	(1)	728
Louisiana	59	30	27	(9)	107	43	10		4	4		1		285
Maine	24	14	10	(1)	67	24	21		8	2	2	2		174
Maryland	23	17	13	(1)	79	43	14		12	5	1			207
Massachusetts	9	8	6		33	28	7	2	35	5	1	1		135
Michigan	102	31	33	(12)	157	82	20	3	22	8		7	(1)	465
Minnesota	77	18	53	(31)	167	73	16		24	2	2	10	(1)	442
Mississippi	96	49	83	(59)	178	63	34		4	2		2		511
Missouri	126	51	135	(80)	409	129	33	1	9	6		8	(1)	907
Montana	38	22	27	(13)	58	19	3	1	2	1		1		172
Nebraska	22	23	42	(26)	122	39	9	4	7	4		4		276
Nevada	16	11	3	(2)	14	8	2			..	1	2		57
New Hampshire	7	3	4	(1)	33	17	5		12	1		1		83
New Jersey	11	10	7		36	43	11	2	16	1	2	6		145
New Mexico	25	23	9	(4)	42	26	4		1					130
New York	52	41	32	(2)	177	195	47	2	82	38	4	9	(2)	679
North Carolina	91	32	92	(42)	195	132	54	2	3	2	1	5		609
North Dakota	33	19	20	(16)	47	22	3		3	1		1		149
Ohio	62	47	69	(10)	295	143	45		47	9	2	11	(3)	730
Oklahoma	62	16	58	(39)	108	23	5		1	4		2		279
Oregon	29	27	37	(22)	139	35	3		4	4	1			279
Pennsylvania	103	52	52	(7)	367	168	65	1	79	18	4	14		923
Rhode Island	3	1	1		3	9			4			1		22
South Carolina	51	40	31	(16)	98	36	18		6	2				282
South Dakota	28	12	35	(23)	75	26	5	1	4	1		4		191
Tennessee	155	59	89	(23)	294	72	28		4	2	1	5		709
Texas	194	86	79	(52)	364	102	38	2	15	10	1	8	(2)	899
Utah	13	6	6	(3)	27	17	2		3					74
Vermont	7	1	2		39	13	8		5	3	1	2		81
Virginia	153	42	70	(34)	214	118	42		2	4		1		646
Washington	43	28	28	(12)	118	38	7		5	2		5	(1)	274
West Virginia	71	40	44	(15)	176	59	27		5		1	4		427
Wisconsin	65	35	43	(29)	135	62	19	2	20	3		12	(1)	396
Wyoming	28	17	10	(4)	33	10	2			1		2		103
Total	2,935	1,505	1,865	(884)	6,970	2,721	879	40	603	205	36	197	(18)	17,956

TABLE I.—*Total number of post-offices in the United States on June 30 of each year since 1790.*

Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.
1790	75	1812	2,610	1834	10,693	1856	25,565	1878	38,258
1791	89	1813		1835	10,770	1857	26,586	1879	40,588
1792	195	1814	2,670	1836	11,091	1858	27,977	1880	42,989
1793	209	1815	3,000	1837	11,767	1859	28,539	1881	44,512
1794	450	1816	3,260	1838	12,519	1860	28,496	1882	46,231
1795	453	1817	3,459	1839	12,780	1861	28,586	1883	46,820
1796	468	1818	3,618	1840	13,468	1862	28,875	1884	48,434
1797	554	1819	4,000	1841	13,778	1863	29,047	1885	51,252
1798	639	1820	4,500	1842	13,733	1864	28,878	1886	53,614
1799	677	1821	4,650	1843	13,814	1865	20,550	1887	55,157
1800	903	1822	4,709	1844	14,103	1866	23,828	1888	57,376
1801	1,025	1823	4,043	1845	14,183	1867	25,163	1889	58,999
1802	1,114	1824	5,182	1846	14,601	1868	26,481	1890	62,401
1803	1,258	1825	5,677	1847	15,146	1869	27,106	1891	64,329
1804	1,405	1826	6,150	1848	16,159	1870	28,492	1892	67,119
1805	1,558	1827	7,300	1849	16,749	1871	30,045	1893	68,403
1806	1,710	1828	7,530	1850	18,417	1872	31,863	1894	69,805
1807	1,848	1829	8,004	1851	19,796	1873	33,244	1895	70,064
1808	1,944	1830	8,450	1852	20,901	1874	34,294	1896	70,360
1809	2,012	1831	8,686	1853	22,320	1875	35,547	1897	71,022
1810	2,300	1832	9,205	1854	23,548	1876	36,383	1898	73,570
1811	2,403	1833	10,127	1855	24,410	1877	37,345	1899	75,000

The foregoing table is given as a matter of interesting statistics, and shows the gradual increase in the number of post-offices from the establishment of the postal service to the present day. The records of this Bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the number of offices was arrested, but from 1870 to the present time there has been a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population, but in material strength and power.

In the year 1790 there were 75 post-offices established and in operation. At that time the population of the thirteen States which then constituted the Union was 3,929,214, or, for convenience, stating it in round numbers, there were 3,930,000 people, served by 75 post-offices, an average of 1 office to 52,400 people. Since that time the offices have been multiplied 1,000 times, while the population has multiplied probably 19 times.

The following table will be interesting, showing the population, in round numbers, by decades, since 1790; the number of post-offices in operation for the same years, and the average number of persons to each office.

Year.	Population.	Number of post-offices.	Average number of persons to each office.
1790	3,930,000	75	52,400
1800	5,310,000	903	5,880
1810	7,240,000	2,300	3,148
1820	9,630,000	4,500	2,140
1830	12,870,000	8,450	1,521
1840	17,070,000	13,468	1,267
1850	23,190,000	18,417	1,259
1860	31,640,000	28,496	1,110
1870	38,560,000	28,492	1,353
1880	50,150,000	42,989	1,166
1890	62,620,000	62,401	1,003
1899	[1]76,000,000	75,000	1,013

[1] Estimated.

THE DIVISION OF BONDS AND COMMISSIONS.

In this division notices of appointment to newly appointed postmasters are prepared and forwarded, with blank bonds and oaths for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

Bonds of all postmasters, after execution, are referred to this division for examination, and if found in proper form they are submitted to the Fourth Assistant Postmaster-General for approval. Upon the approval of the bonds commissions are prepared, and then the bonds are filed alphabetically by States. Questions touching the validity of a bond are reported from this division, and if for any reason the sufficiency of the bond is in doubt, an inspector is directed to examine into its validity and the responsibility of the sureties. New bonds are required every four years. Upon the death of any surety, the postmaster is required to report the same immediately to the Department, and a new bond is at once required.

Upon the establishment of a post-office the person appointed postmaster is required to furnish a bond of the penalty of $500. As the business of the office increases, this penalty is from time to time increased. The increase is based upon the amount of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities, a new bond, covering the money-order business, is required. The amount of the penalty of the bond for postal funds is determined from the report of the Third Assistant Postmaster-General, showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The amount of money-order penalty is determined from the report of the money-order division of the office of the First Assistant Postmaster-General. Postmasters are required to make their deposits promptly, and consequently should never have a greater amount of money-order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

A new bond is required from the postmaster upon the request of the Third Assistant Postmaster-General when he finds that the supplies ordered are greater than three-fourths the amount covered by the bond. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient, and upon the insufficiency of the penalty covering the postal and money-order funds.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the Departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be

executed by not less than two sureties, and the Postmaster-General has wisely insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies have been accepted in Presidential cases of the first and second class for half the penalty, provided the company was incorporated under the laws of the State in which the office is located. Surety and trust companies are not accepted as bondsmen in third and fourth class cases.

The policy that requires a postmaster to furnish bondsmen from among his neighbors doubtless protects the Department in many instances from securing incompetent and unworthy postmasters, and in case of death, defalcation, or other violations of the Postal Laws and Regulations, it is a matter of great convenience that the inspector can call immediately upon the bondsmen and require them to make good the shortage or take immediate possession of the office, designating some one to act as postmaster who will conduct the business to the satisfaction of the Department and the community. At least two sureties are required on every bond, and the aggregate amount in which these sureties qualify must be double the amount of the penalty of the bond. The aggregate amount of the penalties of all postmasters' bonds now in force is about $130,000,000.

The penalties of the bonds which were approved during the fiscal year amounted to $40,059,000. Through the courtesy of the Auditor of the Treasury for the Post-Office Department, I am permitted to say that for the fiscal year the losses from insufficient bonds amounted to $19,505.66, a surprisingly small amount of loss when we consider that postmasters have collected and turned into the Treasury during the year the sum of $95,021,384.17. This is only about one-fiftieth of 1 per cent loss of the amount of money that passed into the public treasury through the hands of postmasters.

If for any reason whatever a new bond is required of a postmaster he is at once notified, and if he fail after three notices to furnish a new bond, the same is reported to the division of appointments, where a case is made up for the removal of the postmaster.

In addition to the bonds and oaths of office, there are a great many blanks and circulars sent out from this division. The whole number of blank forms in use in the division is 76. The number of all these sent out during the fiscal year was 124,938. There were also 27,723 blank bonds forwarded to postmasters for execution; of these 5,444 were received incorrect and were returned for correction.

The oaths of all clerks and assistant postmasters in all post-offices are filed in this division. Of these there were received and filed during the year 33,793.

The apparent discrepancy, as shown in the attached table, between the number of cases received from the appointment division and the number of appointment bonds examined and passed for approval grows out of the fact that all the cases made up for the discontinuance of post-offices and for changes of site have to be handled in the bond division as well as in cases of appointment.

It sometimes occurs that a postmaster resigns and the appointment of a successor does not immediately follow. In such cases, and also in cases of the death of postmasters, it devolves upon the bondsmen to select some one who shall act until a new appointment may be made. The bond of the postmaster is held to be in force until such time as the new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE DIVISION.

For convenient reference a record of the bonds of Presidential postmasters is kept in two separate books. In the first of these the names of the postmasters are entered by States and Territories and in alphabetical order. In the other the names of postmasters are arranged alphabetically and according to dates of appointment.

In fourth-class cases a record is kept of the bonds of all postmasters by States and counties. The offices are entered in alphabetical order on this record, and the books are known as county books. These books show the dates on which the postmasters are commissioned.

REPORTS.

From the bond division reports of its operations are made, as required by law, as follows: Daily, to the division of post-office supplies, in the office of the First Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General, and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin. Weekly reports are made to the Superintendent of the Money-Order System, in the office of the First Assistant Postmaster-General; to the Superintendent of free delivery, in the same office, and to the Auditor of the Treasury for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued—Presidential recess, Presidential confirmation, and fourth class—and the preparation of these is assigned to the bond division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years, and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those at money-order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties, and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the division of bonds and commissions, a vast amount of additional work. Much added labor, of course, also devolves

upon this division through the requirement for a renewal of all bonds every four years.

The following table is submitted showing in detail the amount of work accomplished by this division during the year. In submitting this table I desire to call special attention to the decrease in the number of postmasters reported by the Auditor of the Treasury for the Post-Office Department for informalities or delinquencies during the year as compared with the previous year; and also the decrease in the number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making returns to the Auditor, or of their delinquencies:

1898. Number of postmasters reported by the Auditor for informalities or delinquencies	831
1899. Number of postmasters reported by the Auditor for informalities or delinquencies	423
1898. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	2,362
1899. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	1,101

This greatly improved condition is due largely to the strictness with which this Bureau has required postmasters to comply with the Postal Laws and Regulations in the handling of public funds, and also to the vigilance of the inspector force.

Report showing the amount and character of work done in the bond division for the fiscal year ended June 30, 1899.

CASES RECEIVED.

Number of cases received from appointment division:	
Presidential	1,422
Fourth class, money order	3,628
Fourth class, not money order	12,906
Total	17,956

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:	
Presidential	1,650
Fourth class, money order	8,572
Fourth class, not money order	14,815
Total	25,037

NEW BONDS.

New bonds sent by order of the Postmaster-General	3,988
New bonds sent upon request of sureties	841
New bonds sent upon request of postmasters	1,094
New bonds sent upon request of Third Assistant Postmaster-General	16
New bonds sent upon report of post-office inspectors	52
New bonds sent for establishment of new money-order offices	5,565
Total sent	11,556
Less number of new bonds sent, and for various reasons not yet returned	667
Whole number received	10,889
Total number of new bonds received, reported, and filed:	
Presidential	182
Fourth-class, money order	5,475
Fourth-class, not money order	5,232
Total	10,889

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:	
New bonds	10,889
Appointment bonds	14,148
Total	25,037

BONDS RETURNED.

Bonds returned for correction	4,056
Duplicate bonds issued	1,388

OATHS AND NOTICES.

Oaths received and filed	33,793
Surety notices sent to the chief post-office inspector for investigation	1,939
Post-office inspectors' reports on sufficiency of bonds received	1,457
Number of blank oaths sent by request of postmasters	17,286

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies	423
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	1,101

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1899.

Commissioned postmasters reported to the Auditor and Third Assistant Postmaster-General, and for publication in the Postal Bulletin:	
Presidential	1,468
Fourth-class, money order	3,097
Fourth-class, not money order	9,583
Total	14,148
New bonds reported to the Auditor	10,889
New bonds reported to the Third Assistant Postmaster-General	3,636
Number of discontinued post-offices reported to the Auditor and Third Assistant Postmaster-General	1,289
Number of acting postmasters reported to the Auditor and Third Assistant Postmaster-General	847
Number of acting postmasters reported to the superintendent of the money-order system	327
Number of establishments and changes of name and site of post-offices reported to the equipment division and to the division of post-office supplies	3,648

Penalty of bonds approved for year ended June 30, 1899.

Presidential	$15,787,000
Fourth-class, money order	16,629,500
Fourth-class, not money order	7,642,500
Total penalty	40,059,000
Number of blank forms in use	76
Number of blanks sent out	124,938

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDATIONS.

The division of post-office inspectors and mail depredations was organized in 1872. It now ranks as one of the most important adjuncts of the public service. The general direction of the force of inspectors and the supervision of all matters pertaining to this branch of the service is vested in the chief inspector, with headquarters at the Department. For convenience and efficiency, the territory of the United

States has been apportioned into thirteen divisions, each having an inspector in charge, who has the general direction of all matters referred to him, and of the inspectors assigned to his division. The results of field investigations and the correspondence from the inspectors are transmitted to the Department through the several inspectors in charge.

The duties performed by post-office inspectors embrace a wide scope and are of great importance to the welfare and integrity of the postal service. They are charged with all investigations in relation to complaints against postmasters and other employees of the postal service, allowances for clerk hire and other expenses for post-offices, the collection of balances due the United States by delinquent and retiring postmasters, and establishment or discontinuance of post-offices, postal stations, money-order offices, and free-delivery service; determining the responsibility of sureties on the official bond of postmasters at money-order offices, the inspection of the accounts and the management of post-offices, the instruction of postmasters and other employees in the regulations and usages of the service, investigations pertaining to the burning of post-offices, losses of mail locks and keys, the location, change of name or site of post-offices, the leasing and equipment of premises for post-office purposes, the wrong payment of money-orders, and many cases relating to detentions, losses, and irregularities in the registered and ordinary mails, and other violations of the postal laws, as well as special investigations which may be assigned them by the Postmaster-General and the Fourth Assistant Postmaster-General.

The division of mail depredations, under the direction of a chief clerk, is located in the Department, and is charged with the records, accounts, and correspondence pertaining to this arm of the service. In order that a complete record may be kept, every complaint or inquiry received at this office is jacketed, briefed, and numbered, and for the sake of convenience these complaints and inquiries are divided into classes as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints and inquiries affecting the business or employees of the postal service and violations of the postal laws.

D.—Matters pertaining to highway robberies of the mail, robberies of post-offices, and other special depredations.

F.—Complaints and inquiries affecting mail matter dispatched to and received from foreign countries.

R.—Matters pertaining to claims for reward for the arrest and conviction of persons violating the postal laws.

The total number of cases of all classes made up during the last fiscal year aggregated 144,758, and the total number disposed of, 115,846. The cases investigated and closed during the last year consisted of 6,464 A cases, 74,425 B cases, 17,032 C cases, 3,179 D cases, 14,620 F cases, and 126 claims for reward. There were on hand undisposed of on July 1, 1899, 2,581 A cases, 26,538 B cases, 22,774 C cases, 753 D cases, 6,497 F cases, and 111 claims for reward, or a total of 59,254 cases.

The totals of cases referred during the last four fiscal years were as follows: In 1896, 108,037; in 1897, 111,621; in 1898, 112,120; in 1899, 144,758, and the total number of cases closed in 1896, 100,205; in 1897, 112,679; in 1898, 114,824, and in 1899, 115,846. The number remaining on hand in 1896 was 34,965; in 1897, 33,301; in 1898, 30,342, and in 1899, 59,254.

There has been an increase of 1,022 cases in the total number closed as compared with the previous fiscal year, and the totals of the several classes show that the number of C cases closed during the year was 4,176 in excess of the number closed in 1898. A majority of the C cases referred during the last year consisted of investigations of post-offices, which are of a character involving, as a rule, more time and labor on the part of the inspector than other miscellaneous cases.

This largely increased number of inspections is due to the departmental order directing the annual inspection of all money-order offices, which now number 28,754. The experience of this division has proved that the yearly inspection of money-order offices is in a high degree beneficial to the service. Improper methods and irregularities, which would otherwise go unchecked, are thus promptly brought to the knowledge of the Department and corrected. Heretofore the practice has been to inspect money-order offices of the fourth class only upon specific complaints against the condition or management of such offices.

In compliance with the order above referred to, there have been about 4,000 more post-offices inspected during the last year than during any other year in the history of the Department.

During the past year a more careful review has been given to the reports received, for the purpose of requiring uniform methods in the several divisions throughout the country and securing the highest standard of work possible from the inspectors in the field. This, doubtless, has had the effect of stimulating the inspectors to greater care in the conduct of investigations and the preparation of reports, and while such result is highly satisfactory, it must necessarily consume additional time.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the total number and character of complaints received and referred for investigation. Exhibit B is composed entirely of complaints which have been received, investigated, and closed during the last fiscal year, while the statistics in Exhibit C relate to cases received in previous years which were on hand and uncompleted at the beginning of the last year, and which were investigated and closed during the year. It will be observed that the total number of complaints of this class which were received, jacketed, and assigned to inspectors for action during the last fiscal year aggregated 7,034, of which 6,679 related to letters, or first-class matter, and 355 to packages, or third and fourth class matter.

Of these cases 5,183 were investigated, reported upon, and closed, as shown by Exhibit B, from which it also appears that in 3,420 cases no actual loss had occurred, while in 1,312 the full amount of the alleged loss was recovered or collected, thus leaving only 451 to represent the actual number of cases in which loss was sustained.

One thousand two hundred and eighty-one cases which were referred to inspectors in previous years were investigated and closed during the fiscal year just ended. (See Exhibit C.) Of these cases, actual loss occurred in only 344, as the amount of the alleged loss was recovered or collected in 361, and it was discovered that no loss had been sustained in 576 cases.

A comprehensive idea of the result of work which has been accomplished in this class of cases during the present year can be obtained by

a glance at the following table, which shows the average results of the past five years:

Year.	Complaints.	Cases investigated.	O. K.	Paid.	Loss.	Pieces handled.
1894	5,926	6,163	3,078	1,358	1,727	15,050,554
1895	5,480	5,892	3,082	1,567	1,243	14,428,081
1896	5,709	5,887	3,081	1,570	1,236	15,106,336
1897	5,534	5,560	3,206	1,570	784	14,559,063
1898	6,445	6,320	3,618	1,834	868	15,600,220
	29,094					
Outstanding cases investigated during five-year period	728					
Total	29,822	29,822	16,065	7,899	5,858	74,744,274
Average	5,964	5,964	3,213	1,580	1,171	14,948,855
1899	7,034	5,183	3,420	1,312	451	15,900,140

Cases outstanding July 1, 1893	2,739
Cases outstanding July 1, 1898	2,011
	728

From this it will be seen that the total number of complaints received was 29,094. To this, however, should be added 728 cases, which represents the difference between cases outstanding on July 1, 1893, and those outstanding on July 1, 1898, in order to ascertain the total number of complaints received and investigated during the five years, which was 29,822, or an annual average of 5,964 cases investigated and closed, showing an average loss of 1,171 out of an average of 14,948,855 pieces of registered mail handled yearly, or a net loss of one piece in every 12,766 handled, and a loss of 19.6 per cent of the complaints investigated.

A comparison of the office records for the last two fiscal years shows that the total number of complaints affecting registered mail received during the fiscal year 1899 was 589 more than the total number of the same character received during 1898. The total number of pieces of registered mail handled during the fiscal year 1899 was 15,900,140.

In 5,183 registered cases which were referred, investigated, and closed during the last fiscal year, it was found that in 3,420 cases no actual loss had occurred, and in 1,312 cases the full amount of the loss alleged was recovered or collected, thus leaving only 451 cases in which losses were actually sustained, or 8.7 per cent of the total number of cases referred, investigated, and closed during the last fiscal year. The same percentage applied to the total number of complaints received (7,034) would indicate a total of 612 cases in which actual losses have been sustained.

These are the results of actual investigation, and indicate that the employees of the postal service handled 15,900,140 pieces of domestic registered mail during the last fiscal year, with an average loss of only 1 piece in every 25,980 handled.

The losses in 1896 were 19 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 16,254 handled. In 1897 the loss was 10 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 22,840 handled. In 1898 the loss was 9.9 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 24,608 pieces handled; while the loss for the fiscal year under consideration was 8.7 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 25,980 handled.

Recapitulation of "A" cases.

[Based upon the tabulated statements for the fiscal year ended June 30, 1899, together with actual count of "A" cases in the Post-Office Department July 1, 1899.]

Cases outstanding July 1, 1898	1,429
Cases under consideration in the Department July 1, 1898	582
Cases referred for investigation	7,034
Total	9,045
Cases closed (previous year cases)	1,281
Cases closed (current year cases)	5,183
Cases under consideration in the Department July 1, 1899	826
Cases outstanding July 1, 1899	1,755
Total	9,045

B CASES, OR CASES AFFECTING THE ORDINARY MAIL.

All letters and packages transmitted in the mails unregistered are included under the general classification of ordinary mail. There are millions who daily intrust important communications and valuable inclosures to the mails, confidently expecting that the same will be conveyed to destination safely and in good order, and it is the right of each patron of the postal service to expect such results, but it must be remembered that even the most careful of men are liable to errors, and that in an establishment of such proportions as our postal system it would be remarkable if some dishonest persons did not from time to time intrude themselves upon the service in positions of trust and importance. It should not be inferred, however, that carelessness or even indifference is tolerated in handling the least valuable piece of ordinary mail. The post-office inspectors are as zealous in their endeavors to locate the criminal whose depredations are confined to ordinary mail as they are in cases involving the registered mail, and even greater care is required to locate those who rifle ordinary mail only, because of the lack of facilities for tracing matter of this class.

Thousands of letters annually deposited for transmission in the mails are misdirected, or not directed at all, and it is often impossible, even with the aid of the facilities afforded by the Dead-Letter Office, to deliver these letters to either the writer or the addressee. It is important, therefore, that every patron of the mails should habitually place upon the envelope or wrapper the name and address of the sender. It is also important that every depredation upon the mails and losses occurring therein which may come to the knowledge of the patrons thereof should be promptly reported to the chief post-office inspector.

As shown in Exhibit D, there have been 82,124 complaints received at this office during the last fiscal year affecting the ordinary mail. Of this number 44,451 referred to letters and 37,673 referred to packages. The above total shows an increase in number of 10,606, or nearly 15 per cent, as compared with the number of cases of this class received during the year 1898.

In addition to the 55,586 cases of this class which were referred and investigated during the fiscal year just completed, there were also 18,839 cases of the same class which had been received and referred in previous years, and which were closed last year, making a total of 74,425 "B" cases disposed of during 1899. Of this number it was shown that no loss had occurred in 10,597 cases, or a little over 14 per cent of the total complaints of this class received.

C CASES, OR MISCELLANEOUS COMPLAINTS AND INQUIRIES AFFECTING THE EMPLOYEES OR BUSINESS OF THE POSTAL SERVICE.

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1899, as well as the source from which the requests for such investigations emanated. It will be seen that the number of these references aggregated 33,598, of which 1,575 originated in the office of the First Assistant Postmaster-General; 434 in the office of the Second Assistant Postmaster-General; 440 in the office of the Third Assistant Postmaster-General; 30,461 in the office of the Fourth Assistant Postmaster-General (671 in the appointment division, 1,939 in the division of bonds and commissions, and 27,851 in the division of post-office inspectors and mail depredations); 141 in the office of the Assistant Attorney-General for the Post-Office Department, and 547 in the office of the Auditor for the Post-Office Department.

At the beginning of the fiscal year there were 6,208 cases brought forward from the previous year not closed. Add to this the 33,598 cases received during the year, and we have 39,806 cases to be accounted for. Of this total, 17,032 were closed; leaving 22,774 cases on hand July 1, 1899.

The following is a statement in detail showing the number of cases relating to violations of the various sections of the Postal Laws and Regulations of 1893:

No. of section.	Subject.	No. of cases.
125 211 470	Irregularities on part of postmasters in the sale of postage stamps, false returns of cancellations, etc	353
327	Evasion of payment of proper rate of postage	115
331	Lottery matter in the mails	33
332 333	Scurrilous and obscene matter	1,639
334	Use of mails for fraudulent purposes	1,643
368	Unlawful use of penalty envelope	24
430	Post-offices located in barrooms	24
524	Official letters to pensioners	55
675 679 694	Carrying mail by private express	41
695	Obstructing the mails	10
1425	Embezzlement of letters containing inclosures, by postal employees	2
1430	Detaining, opening, or destroying letters by postal employees	196
1431 1432	Intercepting or stealing mail (any person)	564
1445	Neglecting to deposit postal revenues	11
1450 1451	Removing cancellations from postage stamps	231

By reference to Exhibit F it will be seen that of the 33,598 cases referred to inspectors for investigation during the last fiscal year, 13,483 were reported on and finally closed, leaving a balance of 20,115 referred during that period which were not closed.

A comparison of the last two fiscal years shows that there were 17,794 more cases of this class referred to inspectors in 1899 than during 1898, while the number of cases closed in 1899 was 4,176 more than the number closed during the previous year.

It will thus appear that although there were 22,774 cases of this class in the hands of the inspectors on June 30, 1899, the number investigated and closed exceeded that of the previous year by nearly one-fourth. The large number remaining on hand is explained by the fact that 19,149 inspection cases were made up during the year, a considerable

portion of which did not reach the inspectors in time for investigation and closing prior to June 30. Attention is also called to the fact that the total number of cases of all classes which were received and referred to inspectors during the fiscal year exceeds the total referred in 1898 by 32,638.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERY OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDATIONS.

Exhibit H embraces the class of investigations which relate to the robbery and burning of post-offices, wreckings, and other casualties occurring to postal cars; highway robberies of mail trains, messengers, stages, etc. The investigation of this class of cases requires persistent and patient effort on the part of inspectors.

The following is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1896, 1897, 1898, and 1899:

Year.	Robberies.				Postal cars burned and wrecked.	Post-offices burned.	Pouches stolen.	Pouches cut or stolen.
	Post-offices.	Mail trains and stages.	Mail messengers.	Letter boxes.				
1896	1,474	45	2	59	62	532	477	476
1897	1,573	29	1	75	53	500	486	451
1898	1,547	42	2	55	65	544	407	417
1899	1,481	34		76	46	563	488	401

The above figures show a decrease in the number of post-offices robbed, as compared with the two previous fiscal years, and also a decrease in the number of highway robberies of mail trains and stages as compared with the last fiscal year. The same is true of the depredations upon mail pouches and casualties to postal cars; while there has not been a single robbery of a mail messenger during the year. The records show an increase of 21 in the number of letter boxes rifled as compared with the previous fiscal year, and an increase of 19 in the number of post-offices burned, while the number of mail pouches lost is 81 more, as compared with the losses of this character in 1898. That there has been a decrease in the number of robberies of post-offices, mail trains, and stages, and mail messengers, and of depredations upon mail pouches, notwithstanding the gradual development of the service, is indeed a very gratifying result, creditable to the efficiency of the force and indicating that the system of standing rewards now offered by the Post-Office Department is a potent factor in deterring the more desperate class of criminals from depredations upon the property of the Post-Office Department.

The increase in the number of mail pouches stolen during the last fiscal year, as compared with the record of 1898, is accounted for by the arrest of drivers of mail wagons in New York and Chicago. These drivers had entered into a conspiracy for a wholesale robbery of the mails, and the scheme was carried into effect both in New York and Chicago whereby entire pouches were abstracted from the wagons and their contents rifled. The detection and arrest of these thieves constitute one of the gratifying results of the inspectors' work for the year.

F CASES, OR CASES AFFECTING INTERNATIONAL MAIL MATTER.

Inquiries and complaints relating to international mail matter forwarded to and from foreign countries and in transit across the United States to a foreign country are designated "F" cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter which necessarily require considerable correspondence. But few need personal investigation by an inspector. During the year there were 18,628 of this class, of which 11,912 related to registered matter, 6,546 to the ordinary mail, and 170 were of a miscellaneous nature. To the 18,628 cases received there should be added 2,489 cases which were on hand at the beginning of the fiscal year, making a total of 21,117 cases on hand and received during the year. Of this number 14,620 cases were closed. Investigation in 8,546 of these cases showed that no loss had occurred in the registered mails. Seventeen cases related to investigations in which collections were made and the amount so collected disbursed through this office. Thirteen cases affecting registered matter were closed as chargeable to robberies, and 235 cases were closed in which investigation failed to fix the responsibility for the losses either in the United States or any foreign country. Thirty-two cases related to losses admitted in foreign countries, and 220 cases related to alleged rifling not located. Of the 5,632 cases relating to ordinary matter which were closed during the year, 2,170 cases were reported without loss; in 3,462 cases the losses could not be located; 15 cases related to international money orders; 25 cases affected lotteries, and 81 cases were of a miscellaneous character. At the end of the year there were 6,497 cases on hand partially investigated.

The number of inquiries and replies received during the year which required translation into English amounted to 9,500. Of this number 4,300 were translated in the foreign mail division of the Second Assistant Postmaster General's office and 5,200 were translated by our own force.

The following summary of foreign cases shows the number and character of reports received, the number of cases disposed of during the current year, those remaining on hand from the previous year, and the cases which are now in an uncompleted condition:

Summary of "F" cases.

[Showing the number on hand, received, and disposed of during the fiscal year and the number not completed at the beginning of the current year, July 1, 1899.]

Cases on hand July 1, 1898	2,489
Cases received during the year relating to registered matter	11,912
Cases received relating to ordinary matter	6,546
Cases received of a miscellaneous character	170
Total	21,117
Cases relating to registered matter closed without loss	8,546
Registered cases in which loss occurred abroad	32
Registered cases closed showing loss by robbery in the United States	13
Registered cases closed in which loss was not located as between the United States and foreign countries	15
Registered cases showing loss by burning in United States	5
Registered cases closed showing loss in United States, which loss could not be properly located	15
Registered cases closed in which the alleged rifling was not located as between the United States and foreign countries	220
Total registered cases closed	8,846

Ordinary cases closed without loss	2,170
Ordinary cases closed, loss not located	3,462
Total ordinary cases closed	5,632
Cases relating to international money orders closed	15
Cases relating to lotteries closed	25
Other miscellaneous cases closed	81
Total miscellaneous cases closed	121
Cases closed in which collections were made and sums disbursed through this office	17
Total number of cases closed during the year	14,620
Cases on hand, unfinished, July 1, 1899	6,497
Total	21,117

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests during the fiscal year, as shown by Exhibit I, was 1,679. Of this number 119 were postmasters, 31 were assistant postmasters, 41 were clerks in post-offices, 21 were railway postal clerks, 34 were letter carriers, 49 were mail carriers, and 34 were employed in minor positions in the postal service. The total number of post-office burglars arrested was 361, and the remainder of 989 were persons in no wise connected with the postal service.

Of the total number arrested (1,679) 963 were disposed of in United States courts, resulting in 631 convictions. Two died awaiting trial, 3 forfeited bail, 5 escaped from custody, while 49 were acquitted. In 85 cases proceedings were dismissed, 124 were discharged on preliminary examination, and 74 were discharged by the grand jury, leaving 601 cases pending in United States courts on July 1, 1899.

In State courts 87 cases were disposed of, resulting in 68 convictions and 19 acquittals, leaving 28 cases awaiting trial at the close of the fiscal year.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post-offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		Per cent.		*Per cent.*		*Per cent.*		*Per cent.*
1889	58,999		371		849		184	
1890	62,401	5.8	358	[1]3.5	872	2.7	131	[1]28.8
1891	64,329	3	444	24	868	[1]0.5	178	35.9
1892	67,119	4.3	498	12.2	1,108	27.6	203	14
1893	68,403	1.9	530	6.4	1,195	7.9	228	12.3
1894	68,805	0.6	558	5.3	1,621	35.6	351	53.9
1895	70,064	1.8	532	[1]4.7	1,561	[1]3.7	423	20.5
1896	70,360	0.4	532		1,474	[1]5.6	470	11.1
1897	71,022	0.9	500	[1]6	1,573	6.7	419	[1]10.9
1898	73,570	3.5	544	8.8	1,547	1.7	441	5.3
1899	75,000	1.9	563	3.4	1,481	[1]4.2	361	[1]18
1889	58,999		371		849		184	
1899	75,000	27.1	563	51.7	1,481	74.4	361	96

[1] Decrease.

From this table it will be seen that while the number of post-offices in the United States has increased 27.1 per cent during the last ten years, the increase in the number of post-offices destroyed by fire dur-

ing that period has been 51.7 per cent, while the number of post-office robberies has increased 74.4 per cent; but it will also be noted that the increase in the number of burglars arrested is more than correspondingly large, being 96 per cent.

REWARDS.

The standing rewards offered by the Postmaster-General for the apprehension and conviction of post-office robbers have secured the earnest cooperation of local officers and the detective and police forces of the country, resulting in the arrest of a considerable number of particularly bold and annoying depredators of this class.

During the year there have been filed with the Department 131 claims for rewards, and there were on hand at the close of the fiscal year 1898 106 claims of this character, making a total of 237 claims under consideration during the year. Of this number 28 claims were rejected, 111 were on hand at the close of the year, and 98 were paid as follows: One claim, amounting to $500, was chargeable to the appropriation for mail depredations and post-office inspectors for 1894, and 8 claims, making a total of $1,100, were paid from the reward appropriation of 1895. From the 1896 appropriation but 2 claims were paid, a total of $300; 11 claims, amounting to $2,000, were charged to the appropriation of 1897, and 56, amounting to $9,150, were paid from the 1898 appropriation, while 1 claim of $300 was paid—$100 from the 1897, and $200 from the 1898 appropriation. From the appropriation for 1899 19 claims were paid, amounting to $1,925, the entire number of claims paid during the year making a total of $15,275.

From the above statistics it will appear that there was an unexpended balance of $24,075 on hand July 1, 1899, on account of the appropriation for rewards. There were, however, under consideration at that time 67 claims, which, if allowed, will be payable from the appropriation for 1899. This number will be considerably augmented by claims to be filed for recent arrests which relate to offenses committed during the last fiscal year. When these rewards have been finally adjudicated and settled their payment will consume a large proportion of the unexpended balance.

Attention is called to the fact that during the last fiscal year 57 claims, amounting to $9,350, were paid from the appropriation of 1898. The beneficial effects resulting from the money expended on account of these rewards is apparent, and I respectfully recommend that the appropriation of $25,000 for this purpose be renewed.

Financial statement.

Division.	Cash on hand July 1, 1898.	Cash collected.	Total cash.	Cash disbursed.	Balance on hand July 1, 1899.
Boston		$17,506.01	$17,506.01	$17,501.56	$4.45
Chattanooga	$12.83	43,659.37	43,672.20	43,672.20	
Chicago	1,311.24	33,638.64	34,949.88	33,576.60	1,373.28
Cincinnati		11,547.06	11,547.06	11,544.14	2.92
Denver	1.00	11,943.20	11,944.20	11,944.20	
New Orleans		21,714.16	21,714.16	21,681.78	32.38
New York	100.00	20,905.53	21,005.53	21,005.53	
Philadelphia	2.35	23,884.88	23,887.23	23,886.43	.80
St. Louis		18,833.20	18,833.20	18,821.89	11.31
San Francisco		10,597.59	10,597.59	10,597.59	
Spokane	1.00	10,272.22	10,273.22	10,273.22	
Washington	.10	19,795.42	19,795.52	19,794.27	1.25
Total	1,428.52	244,297.28	245,725.80	244,299.41	1,426.39

The above table shows by divisions the amounts of money collected or recovered and disbursed during the fiscal year.

With an aggregate of $1,428.52 on hand July 1, 1898, there was collected the sum of $244,297.28, making a total of $245,725.80 to be accounted for, of which amount $244,299.41 was disbursed, leaving an unexpended balance of $1,426.39 at the close of the year. Attention is invited to the fact that the total amount of cash collected and disbursed ($245,725.80) is equal to 53 per cent of the last annual appropriation for post-office inspectors. This money represents collections of balances due from postmasters, penalties for violations, amounts recovered on account of fraudulent use of the mails, and collections of amounts illegally received by postmasters through false cancellations, as well as collections in cases of robberies of post-offices, wrecking of mail trains, highway robberies of mail stages, and moneys received on account of loss in the ordinary and registered mails attributable to carelessness, accident, or larceny.

SPECIAL WORK IN ALASKA.

In 1898 inspectors were detailed from this Department to make a tour of Alaska Territory for the purpose of relieving the congested condition of the mails in the southern post-offices consequent upon the stampede to the gold fields of the Yukon, and also to establish such additional post-offices in the Territory as the rapidly changing conditions might justify.

The material increase in population and the important developments recently made in this great northwest territory have necessitated several visits from post-office inspectors during the last year. In view of the difficulty of transporting mail during the winter to the interior by way of the lakes and upper river, the Department has sought to establish an all-American route from the south Alaskan coast to the Yukon. Under the direction of the War Department preliminary surveys were made in 1898 from points on Prince William Sound and Cooks Inlet extending some distance inland, and when these surveys were resumed last spring it was deemed desirable to detail a post-office inspector to make the overland trip from Valdez, on Prince William Sound, to Eagle, on the Yukon.

The inspector left Valdez on June 15 with an escort of 4 persons furnished from the military exploring expedition. The party was supplied with 40 days' rations, 5 pack animals, and 2 saddle horses. The course followed was via Copper Center, Slahna, and Mantasta Pass, crossing the Tanana River 30 miles below the mouth of the Tetling. The inspector arrived at the Yukon on July 27, 1899, having traveled overland between 460 and 500 miles. Owing to the sparsely settled condition of the country traversed, it was found necessary to establish but one post-office en route.

The practicability of transporting mail over this all-American route is problematical. All of the post-offices on the Yukon and the south Alaskan coast have been inspected and new offices established at Golofnin, Nome, and Chinnik, on the extreme northern coast of Bering Sea, in the vicinity of the rich gold fields recently discovered. Owing to the rapid development of Alaska and the great distances to be covered, it is probable that the services of at least one inspector will hereafter be required in that Territory.

RECOMMENDATIONS.

Recommended: That provision be made for the payment of incidental expenses incurred by local officers or others in the arrest, detention, and keeping of prisoners charged with violations of the postal laws until such prisoners can be transferred to the custody of a United States marshal.

That a statute be enacted authorizing post-office inspectors to take out search warrants whenever the same may be necessary in the prosecution of their official duties.

That an appropriation be made for the purpose of constructing lookouts wherever, in the opinion of the Postmaster-General, the same may be needed.

That the interstate-commerce law be amended to prohibit common carriers—to wit, telegraph and express companies—or any of their employees from aiding and abetting in the green-goods or lottery swindles or any other scheme carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

That, owing to the losses and delays which are constantly occurring on account of small pieces of mail matter slipping in large unsealed envelopes, the loose pouching of such unsealed envelopes containing circulars, calendars, etc., be prohibited.

That a newspaper wrapper of a larger size than the one now issued be provided.

Respectfully submitted.

J. L. BRISTOW,
Fourth Assistant Postmaster-General.

The POSTMASTER-GENERAL.

States and Territories.	No loss.								
	"O K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	No recovery.	Total.
1	2	3	4	5	6	7	8	38	39
Alabama	42			20		3		6	140
Alaska	9				3	2			14
Arizona	12			11				2	33
Arkansas	45		1	27		5		5	203
California	55			26	2	8		9	129
Colorado	17			11		3	1	6	64
Connecticut	28			15		4		4	61
Delaware	4								8
District of Columbia	67			6		2		2	80
Florida	33			8		1		6	96
Georgia	50	1	1	11		5		18	166
Idaho	13		1	15	1	1		4	47
Illinois	111	1	3	23		7	2	20	278
Indiana	37	1	1	19		2	1	5	163
Indian Territory	11			9	3	2		1	66
Iowa	34		4	14		3		4	103
Kansas	25	3		20	1	1	1	5	81
Kentucky	46	1		21		2	3	9	165
Louisiana	28	1	1	19		7	1	12	142
Maine	15			9				3	41
Maryland	22			8		2	1	8	86
Massachusetts	24	1	1	9		2	1	9	67
Michigan	40		1	23		6	4	9	126
Minnesota	23		1	11			2	13	76
Mississippi	54	1	1	14	4	3	3	9	220
Missouri	78	1	1	22	1	4	3	11	209
Montana	20		2	5		1		2	39
Nebraska	44			16		4	1	6	94
Nevada	1			1				2	8
New Hampshire	5			5			1	1	15
New Jersey	27	1		12		4		4	67
New Mexico	10		1	6				6	35
New York	142	3	1	28		10	2	59	365
North Carolina	24			10		3	3	8	89
North Dakota	12			8				6	40
Ohio	54	1	1	26	3	7	3	17	233
Oklahoma	18		1	7		1		3	49
Oregon	16	2	1	12			1	11	53
Pennsylvania	60	2	1	37		4	5	36	259
Rhode Island	6			2		1		2	13
South Carolina	15		1	3		1		6	63
South Dakota	6	1	2	1				1	17
Tennessee	57			13	2	3	4	22	203
Texas	57		1	17	4	8	6	13	190
Utah	14			2	1			2	21
Vermont	5		1	4		1	1		14
Virginia	38		1	9		7	1	30	134
Washington	35		4	3		2	1	2	74
West Virginia	16		1	17		3		15	116
Wisconsin	23		1	14		2	2	16	83
Wyoming	9				1	3			21
Porto Rico	12							1	15
Grand total	1,649	21	37	629	26	140	74	451	5,183

States and Territories.	No loss.								Total.
	"O K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.		
1	2	3	4	5	6	7	8	9	39
Alabama	15			1					50
Alaska	2								3
Arizona	8					5			19
Arkansas	8			2			1		44
California	15			6		6			64
Colorado	5			1		1			20
Connecticut	6			1					9
Delaware									1
District of Columbia	11								13
Florida	7	2		2		2			44
Georgia	12		1	4		1	1		57
Idaho	3			2		1	1		22
Illinois	9			5		5	1		61
Indiana	1			2	5		1		31
Indian Territory					1	1			6
Iowa				2					14
Kansas	4			2		1			36
Kentucky	3			2					20
Louisiana	3			1			1		34
Maine			1	4					11
Maryland	7			2		2			24
Massachusetts	6			2	1				24
Michigan	1	1		3		1			16
Minnesota	5			3		2			30
Mississippi	2		1			1			29
Missouri	16			6		1	1		66
Montana	4			1		1			18
Nebraska	4			1		1			16
Nevada									1
New Hampshire	1		1						2
New Jersey	2			2					6
New Mexico						2			12
New York	22		1	1		2	2		60
North Carolina	2			5		1			47
North Dakota	1			1		1			13
Ohio	6			1		1			36
Oklahoma	1			1		1			13
Oregon	1			2		2			10
Pennsylvania	8			3		1	1		28
Rhode Island									1
South Carolina	5		1	2		2			56
South Dakota									6
Tennessee	5			8		1			44
Texas	5		1						45
Utah	1								5
Vermont	2								5
Virginia	7				1	3			29
Washington	6			1		2			18
West Virginia	2			2	1				35
Wisconsin	2		1	2			1		17
Wyoming	1	1							10
Grand total	237	4	8	86	9	51	11	8	1,281

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EXHIBIT A.—*Number and character of complaints (by States) upon which "A" cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1899.*

States and Territories.	Letters.		Parcels.		Total.	Alleged cause of complaint.									
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.	Total.
Alabama	126	82	1		209	109	71	4	4	7	4		4	6	209
Alaska	2	6	2	2	12	1	9			2					12
Arizona	15	24	2	1	42	11	25	1	1	4					42
Arkansas	149	95	3	2	249	128	83	8	3	4	2	3	1	17	249
California	47	86	6	6	145	41	81	4	5	4	3	1	3	3	145
Colorado	49	28		3	80	41	27	3	1	4		2		2	80
Connecticut	25	48	12	5	90	19	62	1		3			2	3	90
Delaware	7	3			10	3	5			2					10
Dist. of Columbia	45	105	5	22	177	19	151		2	3		1	1		177
Florida	71	47	3	4	125	59	54	2	5	1	1	1	2		125
Georgia	109	83	2	1	195	94	78	3	2	7	5	2		4	195
Idaho	27	40			67	22	40	1			1		1	2	67
Illinois	195	138	54	20	407	155	209	12	3	16	4	3	2	3	407
Indiana	72	25	2		99	62	29	4		1			2	1	99
Indian Territory	117	50	3	2	172	100	55	4	2	3	3	3	1	1	172
Iowa	66	54		2	122	55	44	2	4	6	3	1	1	6	122
Kansas	55	68	2	4	129	34	83	2	2	1	1	1		5	129
Kentucky	165	76	1	2	244	154	71	3	3	4	2	3		4	244
Louisiana	108	61	2	5	176	96	62	6	3	2	2		1	4	176
Maine	24	26	1		51	14	35	1						1	51
Maryland	67	26	2	1	96	60	29	2	1	3		1			96
Massachusetts	48	51	4	3	106	36	58	1		8		1	2		106
Michigan	82	46	4	5	137	61	60	6	1	4	1	1		3	137
Minnesota	64	40	3	4	111	51	46	1	4	5			1	3	111
Mississippi	183	83	5	2	273	157	81	15	6	2	1	4	2	5	273
Missouri	180	98	11	6	295	121	128	5	9	12	1	1	2	16	295
Montana	28	22	2	3	55	20	27	1		3			1	3	55
Nebraska	46	50	1	5	102	40	51	1		2	3	1	1	3	102
Nevada	4	3	1		8	1	6						1		8
New Hampshire	13	14			27	9	15			2			1		27
New Jersey	36	38		2	76	21	37		3	5		3		7	76
New Mexico	23	17	2	1	43	23	15	2	1	1		1			43
New York	248	290	25	15	578	220	274	13	11	27	5	7	1	20	578
North Carolina	70	50		2	122	64	40	4	4	2		1	2	5	122
North Dakota	28	28		2	58	23	27	1	2	2				3	58
Ohio	172	106	3	4	285	158	19	2	2	13	1	1	4	5	285
Oklahoma Territory	42	34	2	2	80	39	33	2	1	1	1	1		2	80
Oregon	35	40	1	3	79	32	37	1	2	3	1		1	2	79
Pennsylvania	203	129	1	3	336	169	123	10	3	15	1	3	3	9	336
Rhode Island	9	8	1		18	10	6			1				1	18
South Carolina	55	32	1	2	90	55	25	2	2	1	1	1	3		90
South Dakota	8	9			17	6	8			2				1	17
Tennessee	158	90	7	5	260	153	89	1	3	3	1	2	2	6	260
Texas	146	87	1	3	237	110	90	12	2	11	2	3	2	5	237
Utah	11	23			34	12	16	2	2	1				1	34
Vermont	10	9			19	7	8						2	2	19
Virginia	101	77	3	6	187	86	79	4	5	7	1	1		4	187
Washington	71	127	1	1	200	60	127			9	2			2	200
West Virginia	105	48	3	1	157	91	53	3		5		2		3	157
Wisconsin	48	33	5	3	89	38	38	2	4	1	1	1	1	3	89
Wyoming	22	15			37	14	19	1	2					1	37
Porto Rico	6	15			21	2	19								21
Grand total	3,796	2,883	190	165	7,034	3,166	3,037	155	110	225	54	57	53	177	7,034

EXHIBIT D.—*Statement of complaints received and result of complaints investigated, Class B, ordinary letters.*

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Total number of complaints received.
Alabama	265	220	45	141	406
Arkansas	234	201	33	106	340
California	942	725	217	738	1,680
Colorado	419	358	61	293	712
Connecticut	701	570	131	374	1,075
Delaware	171	154	17	55	226
Florida	419	302	117	207	626
Georgia	597	486	111	400	997
Illinois	3,401	2,673	728	6,807	10,208
Indiana	840	733	107	490	1,330
Iowa	519	440	79	400	919
Kansas	392	330	62	282	674
Kentucky	550	448	102	715	1,265
Louisiana	357	259	98	250	607
Maine	366	308	58	148	514
Maryland	1,145	966	179	578	1,723
Massachusetts	2,894	2,521	373	1,912	4,806
Michigan	1,063	842	221	964	2,027
Minnesota	653	549	104	774	1,427
Mississippi	215	186	29	88	303
Missouri	1,533	1,269	264	1,859	3,392
Nebraska	271	239	32	322	593
Nevada	16	13	3	5	21
New Hampshire	235	207	28	85	320
New York	11,456	7,852	3,604	9,799	21,255
New Jersey	2,052	1,597	455	854	2,906
North Carolina	237	187	50	139	376
North Dakota	100	92	8	39	139
Ohio	2,315	1,915	400	2,313	4,628
Oregon	218	191	27	170	388
Pennsylvania	4,753	4,101	652	3,068	7,821
Rhode Island	442	343	99	374	816
South Carolina	182	131	51	125	307
South Dakota	76	68	8	66	142
Tennessee	366	293	73	285	651
Texas	617	531	86	394	1,011
Vermont	162	139	23	81	243
Virginia	734	559	175	323	1,057
Washington	257	200	57	174	431
West Virginia	270	220	50	173	443
Wisconsin	637	571	66	516	1,153
Alaska	17	12	5	6	23
Arizona	34	29	5	21	55
District of Columbia	826	615	211	495	1,321
Idaho	56	45	11	32	88
Indian Territory	58	49	9	24	82
Montana	135	108	27	49	184
New Mexico	43	38	5	21	64
Oklahoma	63	52	11	60	123
Utah	116	97	19	57	173
Wyoming	28	20	8	14	42
Porto Rico	3	1	2	8	11
Total	44,451	35,055	9,396	37,673	82,124

EXHIBIT D.—*Statement of complaints received and result of complaints investigated, Class B, ordinary letters*—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama	133	59	49		1	164
Arkansas	69	92	44		1	134
California	596	231	117	28	10	696
Colorado	79	218	127	1	6	281
Connecticut	220	47	477	1	2	328
Delaware	7	32	72		1	114
Florida	120	67	188	1	64	186
Georgia	374	140	138		10	335
Illinois	420	1,696	3,911	8	52	4,121
Indiana	320	164	276	5	5	560
Iowa	166	174	192	3	1	383
Kansas	119	165	80		7	303
Kentucky	330	177	201		1	556
Louisiana	72	140	246	1	4	144
Maine	158	34	97	1	7	217
Maryland	62	284	611	1	1	764
Massachusetts	.1,042	147	1,507	3	16	2,091
Michigan	486	337	434	1	3	766
Minnesota	275	188	259	1	2	702
Mississippi	36	70	33		29	135
Missouri	804	619	456	1	7	1,505
Nebraska	56	148	156	1	3	229
Nevada	4	4				13
New Hampshire	117	13	88	1	7	94
New York	959	1,637	14,130	5	18	4,506
New Jersey	711	262	1,252		1	680
North Carolina	28	68	81			199
North Dakota	16	30	39		1	53
Ohio	1,002	560	1,659	4	4	1,399
Oregon	17	84	5		3	279
Pennsylvania	658	1,119	4,783	3	12	1,246
Rhode Island	183	18	252	1	2	360
South Carolina	103	55	32		1	116
South Dakota	29	23	28	2		60
Tennessee	191	127	68	1	2	262
Texas	257	243	148	2	24	337
Vermont	76	5	55		6	101
Virginia	95	198	315	1	2	446
Washington	24	129	29	1	4	244
West Virginia	65	106	66		2	204
Wisconsin	147	235	265		3	503
Alaska	3	8				12
Arizona	19	7	2	2		25
District of Columbia	44	219	671	3	3	381
Idaho	9	33	2			44
Indian Territory	13	26	13		1	29
Montana	30	65	16	2	1	70
New Mexico	15	21	5	2		21
Oklahoma	22	14	24		7	56
Utah	32	45	29		3	64
Wyoming	8	12	3			19
Porto Rico	8	2				1
Total	10,831	10,597	33,731	87	340	26,538

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases, Class C, referred to post-office inspectors for investigation during the fiscal year ended June 30, 1899.*

Class of cases.	Offices from which references were made for investigation.								
				Fourth Assistant Postmaster-General.					
	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Appointment division.	Bonds and commissions.	Chief post-office inspector.	Assistant Attorney-General.	Auditor for Post-Office Department.	Total number of each class of cases.
Inspection of post-offices						19,123		26	19,149
Responsibilities of sureties					1,939				1,939
Complaints and charges against postmasters and employees of post-offices	205	47	27	461		1,300		1	2,041
Establishment of post-offices and stations	6			17		32			55
Discontinuance of post-offices and stations				2		34			36
Allowances for post-offices	38					17			55
Location, change of site, name, etc., of post-offices	133			49		33			215
Appointment of postmasters						5			5
Establishment and discontinuance of free-delivery service	239								239
Mail-messenger service						12			12
Lease of post-offices	169					4			173
Routes, establishment, discontinuance, or change of service						27			27
Routes, charges against contractors, carriers, etc		10				89			99
Mail keys and locks, loss of, etc		61				31			92
Charges against railway postal clerks		1				10			11
Collections of balances due United States						5		201	206
Inspection of money-order business, collection of funds, forwarding statements, etc	17							169	186
Wrong payment of money orders	131					108		11	250
Establishment and discontinuance of money-order service						17			17
Box rent and key deposit funds	97								97
Sections 125, 211, and 470			221			132			353
Section 327			2			51		62	115
Section 331						30	3		33
Sections 332 and 333	131	14	6			1,485	3		1,639
Section 334	28	6	5	4		1,497	103		1,643
Section 368						24			24
Section 430				3		21			24
Section 524						55			55
Sections 675 to 679	20	13				8			41
Sections 694 and 695		2				8			10
Section 1425						2			2
Section 1430	15	3		2		176			196
Sections 1431 and 1432	21	1				540	2		564
Section 1445			11						11
Sections 1450 and 1451	6		13			212			231
Miscellaneous investigations and complaints	319	276	155	133		2,763	30	77	3,753
Total	1,575	434	440	671	1,939	27,851	141	547	33,598

EXHIBIT F.—*Disposition, by office of chief post-office inspector, of miscellaneous cases, Class C, referred to and reported upon, by post-office inspectors, during the fiscal year ended June 30, 1899.*

Number relating to office of, and referred to—	
First Assistant Postmaster-General	1,802
Second Assistant Postmaster-General	486
Third Assistant Postmaster-General	417
Fourth Assistant Postmaster-General	2,918
Assistant Attorney-General	1,042
Auditor of the Treasury for the Post-Office Department	461
Relating to division of post-office inspectors and mail depredations, and filed	3,098
Reports of the inspection of post-offices referred to the several bureaus of the Department	3,264
Total	13,483

EXHIBIT G.—*Recapitulation.*

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1899	33,598
Cases on hand July 1, 1898, referred for investigation during previous years	6,208
Total to be accounted for	39,806
Cases referred to inspectors, reported upon, and finally closed during the fiscal year ended June 30, 1899	13,483
Cases referred to inspectors during previous years reported upon, and closed in fiscal year 1899	3,549
Total number of cases closed	17,032
Cases remaining in hands of inspectors July 1, 1899 (uninvestigated)	22,774

EXHIBIT H.—*Statement of complaints received and result of complaints investigated, Class D, pecial depredations.*

COMPLAINTS RECEIVED.

Where mailed.	Post-offices robbed.	Post-offices destroyed by fires and storms.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut, intentionally or by accident, or stolen.	Loss of locks and failure to lock pouches.	Street letter boxes rifled.	Total number of complaints received.
Alabama	26	14		4		7	6	3	2	62
Arkansas	38	11	1	2		16	8	8	1	80
California	23	18	5	2		11	4	5	6	74
Colorado	13	4	5	1		3	4	9		39
Connecticut	14	4	1			4	13	1	1	38
Delaware	5	2				2				9
Florida	21	11	1			1	2		4	40
Georgia	56	29	1			6	4	2		98
Illinois	100	21	1	1		39	19	4	6	191
Indiana	37	17	2			17	11	2	2	88
Iowa	49	17	1			9	14	2	1	93
Kansas	58	13	1			13	17	8	1	111
Kentucky	39	23	1	2		12	4	1	2	84
Louisiana	16	14	1			11	8	4	3	57
Maine	15	8				5	12	1		41
Maryland	26	6				2	4	2		40
Massachusetts	36	4				15	30	1	5	91
Michigan	18	10				8	11			47
Minnesota	27	9		1		7	10	3		57
Mississippi	19	17		1		16	16	7		76
Missouri	72	28	2	4		63	23	9	3	204
Nebraska	30	12	1			15	6			64
Nevada	1	3	1	1						6
New Hampshire	11	3				2	7			23
New York	105	24	1	1		46	52	11	9	249
New Jersey	29	4				5	5	3	6	52
North Carolina	32	16				3	4	2		57
North Dakota	3	5	1			3	3	1		16
Ohio	94	25	5			27	9		6	166
Oregon	15	6		1		8	5	4		39
Pennsylvania	122	29				2	16	13	5	187
Rhode Island	3					2	3	1	1	10
South Carolina	29	19		1		3	8		2	62
South Dakota	11	5				4	2	3		25
Tennessee	41	28		1		4	11	3	4	93
Texas	69	26	2			32	9	7	2	147
Vermont	10	7				4	1	1		23
Virginia	39	19	1	3		11	6	2	1	82
Washington	10	3	3			13	3	8		40
West Virginia	44	13	1	1		3	5			67
Wisconsin	15	15	2			4	10	6	2	54
Alaska		1				1				2
Arizona	2	4	2	1		2	1			12
District of Columbia	1					3			1	5
Idaho	6	1		1		7	2	12		29
Indian Territory	24	7	2				4	1		38
Montana	4	4		2		4	4	1		19
New Mexico	5	2	1	1		1	1	4		15
Oklahoma	12					2	1	2		17
Utah	3	2		2		2	2			9
Wyoming	3					7	1	2		15
Porto Rico						1				1
Total	1,481	563	46	34		488	401	154	76	3,243

EXHIBIT H.—*Statement of complaints received and result of complaints investigated, Class D, special depredations*—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama	13	8	1	10	5	25
Arkansas	29	11		9	9	22
California	25	12	1	18	7	11
Colorado	4	6	4	9	7	9
Connecticut	8	4	1	15	1	9
Delaware	3	1		1	1	3
Florida	16	1		7	4	12
Georgia	37	7	2	22	11	19
Illinois	80	22	1	25	17	46
Indiana	31	6		25	11	15
Iowa	41	7	1	26	5	13
Kansas	50	16	1	11	6	27
Kentucky	25	5		18	13	28
Louisiana	17	10		17	5	8
Maine	13	3	1	10		14
Maryland	21	1	2	5	7	4
Massachusetts	27	9	3	22	5	25
Michigan	14	5		10	5	18
Minnesota	17	7	2	12	5	14
Mississippi	21	18	2	11	9	15
Missouri	61	49	3	36	19	36
Nebraska	22	13		11	5	13
Nevada	1	1		1	1	2
New Hampshire	8	1		11		3
New York	103	31	5	64	15	31
New Jersey	26	2	1	6	4	13
North Carolina	18	1	1	10	9	18
North Dakota	2	1		2	1	10
Ohio	73	19		21	13	40
Oregon	9	5	1	3	2	19
Pennsylvania	105	8	3	27	10	34
Rhode Island	3	1	1	3	1	1
South Carolina	20	1	1	17	13	10
South Dakota	8	2		3		12
Tennessee	33	10		27	12	10
Texas	51	19	4	22	15	36
Vermont	6	3		4	3	7
Virginia	22	7		17	10	26
Washington	7	6	1	3	1	22
West Virginia	31	3		9	7	17
Wisconsin	13	5	2	16	6	12
Alaska				2		
Arizona	2		1	8	1	
District of Columbia	2	3				
Idaho	4	7	5	3	2	8
Indian Territory	8	3		1	3	23
Montana	3	3		7	4	2
New Mexico	3	2	1	2	2	5
Oklahoma	5	1			4	7
Utah		1	1	1	3	3
Wyoming	1	3	1	1	3	6
Porto Rico		1				
Total	1,142	371	54	621	302	753

EXHIBIT I.—*Statement showing number, classification, and disposition of cases of arrests*

State or Territory where arrested.	Subject to jurisdiction of United States courts. Class of offenders. Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	Total.
1	2	3	4	5	6	7	8	9	10	11
Alabama	4		1		1	6	1	1	17	31
Alaska										
Arizona									1	1
Arkansas	4					3		15	43	65
California	4	1					1	1	15	22
Colorado	3	1	1				1	6	38	50
Connecticut	3		2	1			1		7	14
Delaware									2	2
District of Columbia				1	1		1		11	14
Florida	6		1	1				3	15	26
Georgia	14	3		1	1	4	3	5	23	54
Idaho						1		2	6	9
Illinois	3	2	3	4	3		2	13	90	120
Indiana	3			1	1		1	10	36	52
Indian Territory	3	3						9	10	25
Iowa			1		2			8	25	36
Kansas	2							4	19	25
Kentucky	2		1	1		1		1	15	21
Louisiana	3	1			1	1		5	12	23
Maine			1					1	8	10
Maryland			1		1	1	2	3	10	18
Massachusetts	3		2		3		3		16	27
Michigan	3						1	4	25	33
Minnesota	2	1		1				3	9	16
Mississippi	6	1	1	1		3	1	10	16	39
Missouri	5	3	4		1	2		20	80	115
Montana			1					2	7	10
Nebraska	3			1		1	1	6	13	25
Nevada										
New Hampshire	1							1	1	3
New Jersey	1				1			3	9	14
New Mexico	5	2						2	4	13
New York	5	3	9	4	13		5	4	76	119
North Carolina	8	1	1			1		20	25	56
North Dakota	1					1		1	1	4
Ohio	2	1	4	2	1		1	15	65	91
Oklahoma						9		6	7	22
Oregon	2							2	12	16
Pennsylvania	6	1	4		3		5	12	55	86
Rhode Island									2	2
South Carolina	4					6		7	26	43
South Dakota									6	6
Tennessee	2	1			1	3	1	22	13	43
Texas	1	3		2				11	21	38
Utah								3	4	7
Vermont	2							2	6	10
Virginia	2	2	1			4	1	14	11	35
Washington		1						2	10	13
West Virginia						2	1	13	18	34
Wisconsin			2				1	5	16	24
Wyoming	1							1		2
Total	119	31	41	21	34	49	34	278	957	1,564

made by post-office inspectors and others during the fiscal year ended June 30, 1899.

Subject to jurisdiction of United States courts.										State courts.							Grand total in each State.
Disposition of cases.										Offenders.			Disposition of cases.				
Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	Total.	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1	1	3					5	21	31	5		5	4	1		5	36
		1							1								1
11	2	7				1	18	26	65	1		1	1			1	66
	1	1				2	14	4	22	1	3	4	3	1		4	26
4	1	6	1			3	9	26	50	1		1		1		1	51
		1					12	1	14	1	1	2	2			2	16
1								1	2								2
2	1					1		10	14		3	3	2	1		3	17
2	1	3				1	10	9	26								26
2	2	3				1	4	42	54	2		2		1	1	2	56
			1				1	7	9								9
7	1	3				7	66	36	120		1	1	1			1	121
	3	1			1	6	16	25	52								52
1	1						7	16	25	3		3			3	3	28
3						1	16	16	36	2		2	2			2	38
	1	3					9	12	25								25
3						1	7	10	21	1	1	2	1		1	2	23
2							7	14	23								23
1							5	4	10								10
1	1	1				1	12	2	18								18
4		5					12	6	27	2	1	3	2		1	3	30
		2				3	11	17	33								33
		1	1				9	5	16		6	6	4	2		6	22
5	1					4	11	18	39	6	2	8	3	4	1	8	47
6	2	7				4	60	36	115	10	3	13	7	2	4	13	128
1	1	1				1	1	5	10								10
2				1		3	6	13	25								25
							2	1	3								3
1						1	5	7	14								14
2	2	1				1	4	3	13								13
11	3	5				7	50	43	119	6	7	13	9	1	3	13	132
10	7	3				6	15	15	56		1	1			1	1	57
		1						3	4								4
4	4	3	1			3	58	18	91	2		2	1		1	2	93
		1				1	19	1	22								22
2	1					2	6	5	16		1	1	1			1	17
10	1	3				5	38	29	86	3		3	3			3	89
								2	2								2
6	1	7	1		1	1	9	17	43	4	1	5	3	1	1	5	48
							5	1	6								6
3	2						11	27	43	2		2			2	2	45
7	1	2				4	12	12	38	16		16	7	2	7	16	54
1							3	3	7								7
							4	6	10								10
3	3	1		1		1	21	5	35	4		4	4			4	39
	1	1					6	5	13								13
4	2	3				1	15	9	34	9	1	10	7	1	2	10	44
1	1	5				1	9	7	24	2		2	1	1		2	26
				1			1		2								2
124	49	85	5	3	2	74	621	601	1,564	83	32	115	68	19	28	115	1,679

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

SECRETARY OF THE TREASURY

AND TO

THE POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1899.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 2, 1899.

SIR: I have the honor to present the following report of the operations of this office and the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1899:

THE WORK OF THE BUREAU.

This office is literally the counting-house and clearing-house of the entire postal service, which is probably the largest business institution in the world. Our five hundred employees are engaged in the great variety of important work connected with keeping all accounts and auditing all claims against this variously ramified service. The majority of these employees are concerned entirely with the money-order system.

The duty of the Auditor may, in general terms, be briefly outlined as follows: To receive and examine the accounts of salaries, incidental expenses, and other disbursements of all bureaus and offices under the direction of the Postmaster-General; to receive, assort, and verify, by the statements of both issuing and paying postmasters, all money orders issued in the United States; to receive and examine all postal and money order accounts of postmasters, all accounts relating to the transportation of mails, and to all other business in the jurisdiction of the Post-Office Department; to superintend the collection of debts due to the Post-Office Department and certify balances due to the Postmaster-General and countersign all warrants and drafts issued by the Department.

ORIGIN OF THE PRESENT ACCOUNTING SYSTEM.

Recent publications have summarized the conditions prevailing in the Post-Office Department which led to the establishment of this bureau in 1836. Prior to that year the Postmaster-General had unlimited jurisdiction over all financial as well as administrative functions of his De-

partment. The revenues had, as a rule, exceeded the expenditures, and cash balances were deposited at irregular intervals in the United States Treasury.

So many complications ensued from this system that an investigation was instituted by the Senate Committee on Post-Offices and Post-Roads. The chairman of this committee, Senator Ewing, submitted a report ascribing the derangement of affairs in the Department "to the uncontrolled discretion exercised by its officers over its contracts and funds."

President Andrew Jackson, in his annual message of 1834, adopted the suggestions of the committee and recommended that the Post-Office Department be so reorganized that the final adjustment of accounts and disbursements be confided to officers appointed by the President and affiliated with the Treasury Department, so as to be entirely independent of the Department whose transactions they were called upon to consider.

The Senate committee, after further investigation, made a final report January 27, 1835. This report vividly portrayed the abuses which had grown up under the current system, and urgently recommended such change in the organization of the Department as would place the collection and the disbursement of its funds under the control of officers entirely independent of each other.

Hon. Amos Kendall, who had meantime become Postmaster-General, in his annual report of December 4, 1835, strongly urged the proposed reorganization. He expressed his belief in the soundness of the principle that public officers who have an agency in originating accounts should have none in their settlement. He desired that the system in his office should conform to that already existing in the War and Navy Departments, which were organized upon that principle. He said: "The most important improvement required is to separate the settlement of accounts entirely from the Post-Office Department and vest it in an auditor appointed by the President with the advice and consent of the Senate."

In pursuance of the foregoing recommendations the act of July 2, 1836, entitled "An act to change the organization of the Post-Office Department and to provide more effectually for the settlement of the accounts thereof," was passed. This act provided a separate auditor for that Department, who was authorized to settle all accounts accruing therein, subject to an appeal by either the Postmaster-General or the claimant to the Comptroller of the Treasury, whose decision was to be final.

ORGANIZATION AND PERSONNEL.

The official staff of the bureau at the close of the official year is as follows:

Auditor.—Henry A. Castle, Minnesota.
Deputy Auditor.—Abraham L. Lawshe, Indiana.
Chief clerk.—John M. Bishop, Tennessee.
Disbursing clerk.—B. W. Holman, Wisconsin.
Law clerk.—David H. Fenton, Indiana.
Collecting division.—Chief, Arthur Clements, Maryland.
Bookkeeping division.—Chief, David W. Duncan, Pennsylvania.
Pay division.—Chief, John B. Sleman, Illinois.
Inspecting division.—Chief, M. M. Holland, Ohio.
Checking and assorting division.—Chief, R. M. Johnson, Indiana.
Foreign division.—Chief, Emanuel Speich, Nebraska.
Recording division.—Chief, B. A. Allen, Kansas.

The employees number 496, embracing 7 chiefs of division, at $2,000 per annum; 18 clerks of class 4 at $1,800; 65 clerks of class 3 at $1,600; 81 clerks of class 2 at $1,400; 98 clerks of class 1 at $1,200; 83 clerks at $1,000; 21 clerks at $900; 20 money-order assorters at $900; 26 money-order assorters at $840; 2 messengers at $840; 23 money-order assorters at $720; 12 assistant messengers at $720; 23 male laborers at $660; 3 female laborers at $660, and 10 charwomen at $240.

DISBURSING CLERK'S REPORT.

The transactions of the disbursing office, in payment of salaries of employees during the fiscal year, were as follows:

Appropriation for salaries for office of Auditor for the Post-Office Department for 1899	$564,080.00	
Amount of appropriation undrawn	80.00	
Amount of appropriation drawn on warrants of the Secretary		$564,000.00
Disbursed in salaries as follows:		
1898, third quarter	$139,766.23	
1898, fourth quarter	139,697.88	
1899, first quarter	140,388.90	
1899, second quarter	140,468.64	
Total	560,321.65	
Unexpended and deposited with Treasurer of the United States	3,678.35	
		564,000.00
Amount of appropriation unused		3,758.35

The amount of appropriation unused represents absences without pay and lapses between the separation of an employee from the service and the qualification of his successor. Every effort has been exerted to reduce this item to the minimum, as we need the services of every clerk. But in spite of these efforts it will be seen that the aggregate of these absences and lapses would employ four $900 clerks for an entire year.

WORK OF THE DIVISIONS AND IMPROVED METHODS INTRODUCED.

The postal service is in a state of rapid, unremitting improvement and expansion. It is really, instead of a true governmental function, a combination of transportation and financial agencies, so universal in its scope as to reach every industry and every individual in the country; so progressive in its nature as to promptly utilize every invention or instrumentality that may expedite its methods or increase its already marvelous efficiency.

To promptly and correctly report all the complicated financial transactions involved in this extended system, to follow its incursions into new fields of active enterprise, to hold it within bounds fixed by the lawmaking power by which we are all governed, without crippling its energies when unexpected emergencies arise, is the herculean task set for the officers and employees of this responsible bureau. To meet the increasing demands of the rapid growth of the service with no adequate numerical increase of employees is a problem the constant pressure of which is painfully felt. To meet new conditions and to remedy defects which are developed from time to time in existing methods, frequent changes are necessary. Sometimes these changes are in the direction of simplifying the work without impairing its

efficiency, by which means labor is saved that can be usefully employed in other pressing directions. In other cases more elaborate and careful methods must be employed in order that the interests of the Govern ment may be fully safeguarded.

The auditing system of this bureau is thus in a constant state of change and development. That this development during the past year may be understood, it will not be amiss to state at this point the functions and duties of the several divisions, and concisely set forth some of the more important innovations.

THE BOOKKEEPING DIVISION.

The bookkeeping division prepares the quarterly and annual reports of receipts and expenditures, receives and settles the accounts of postmasters, postal depositories, including those of the Treasurer and Assistant Treasurer of the United States, and of the disbursing clerk of the Post-Office Department; keeps the general ledger accounts of the postal service, and an individual ledger account with each postmaster and mail contractor; registers the Postmaster-General's transfer drafts, and all warrants drawn upon reports made by the pay division for transporting the mails, expenses of the rural free delivery service, purchase of supplies for and miscellaneous expenses of the postal service. A record is kept of the appointment and salary of each railway postal clerk, letter carrier, and clerk in first and second class post-offices, and postmasters are required to make proper payments to these persons.

CHANGES INTRODUCED.

Heretofore allowances for clerk hire were made in a lump sum, which the postmaster was permitted to spend at his discretion. The First Assistant Postmaster-General now furnishes the Auditor with a list of the names and salaries of all the clerks in first and second class offices—over 14,000—and postmasters are required to pay to each his fixed salary.

Through the cooperation of the Post-Office Department the Auditor now receives separate credit slips for damaged stamps returned by postmasters, instead of sheets containing a list of credits allowed to thirty or more offices. This innovation saves time and labor in copying records, and enables us to file the credit authorizations in the accounts to which they pertain.

A closer check is being kept on postmasters who are delinquent in rendering their accounts or in making their deposits of surplus postal funds, and when deemed advisable "inspectors' cases" are prepared and forwarded to the Fourth Assistant Postmaster-General. This has resulted in changes for the good of the public service, and in securing moneys due the United States negligently or unlawfully withheld by postmasters.

Postmasters who are tardy in rendering their accounts are written to and cautioned. If the delay continues their sureties are notified and requested to confer with the postmasters with a view to a prompt rendering of their accounts. This has proven very satisfactory and resulted in there being fewer delinquent accounts than formerly.

In settlements, preference is given to divided reports in order that the condition of the retiring postmaster's accounts may be determined, and an early final settlement effected.

The blank forms used by postmasters in making their quarterly reports have been generally overhauled and improved. This is particularly true of the fourth-class postal account, and of the various pay rolls for clerks, letter carriers, railway postal clerks, and others. The circular letters sent from and blank forms used on this division in the settlement of accounts have also been revised and improved.

A large number of quarterly returns from fourth-class offices were erroneously mailed to the different bureaus of the Post-Office Department, particularly to the office of the Third Assistant Postmaster-General. A special envelope for mailing these reports has been adopted and postmasters instructed in their use, with gratifying results.

A great many offices of all classes were forwarding their quarterly postal accounts by "registered" mail. This was deemed unnecessary, and postmasters have been instructed to forward their reports by ordinary mail, thus saving to the postal service much time and trouble in transmission.

A special envelope, with the large letters "B K," has been prepared and is inclosed with correspondence requiring a reply. These envelopes are so marked that when an answer is received in them they are quickly assorted and distributed to the proper section or desk. A special envelope has also been adopted for mailing certificates of deposit and weekly transcripts to the Auditor. Both of these have proved very satisfactory and helpful.

Formerly the immense number of fourth-class postal accounts received at the beginning of each quarter were promiscuously distributed to be taken from their envelopes, properly folded, and indorsed. They were collected, assorted by States and offices, and again distributed to bookkeepers for settlement. Now these accounts are first assorted, distributed to the several sections, opened, and retained by the clerks in charge, thus effecting a saving of time and work.

The recapitulation of "stamps on hand at the beginning," "stamps received during," and "stamps on hand at end" of each quarter has been discontinued, as it entailed work without serving any useful purpose.

The use of newspaper and periodical stamps was discontinued June 30, 1898, and since that date postmasters charge themselves in their quarterly accounts with money collected from publishers and news agents for postage on second-class matter. Postmasters make quarterly reports in detail of such collections to the Third Assistant Postmaster-General, who examines them and certifies to the Auditor the amount chargeable to each postmaster. Many differences are found between the amounts entered in the postal accounts and the amounts certified by the Third Assistant Postmaster-General, and many corrections are made in amounts erroneously certified as chargeable, thus entailing on this office much more labor in the settlement of accounts than was formerly the case when "N. & P." stamps were used. Then they were included in the general stamp account, and the collection of second-class postage was not made a separate item.

COLLECTING DIVISION.

This division reviews all postal accounts in which differences are found by the bookkeeping division; collects balances due from and pays balances due to late and present postmasters on postal account; keeps a record of all changes of postmasters, new bonds, and the establishment and discontinuance of post-offices; has charge of the postal files, and conducts the general correspondence affecting this part of the work.

CHANGES INTRODUCED.

The practice of paying balances of $5 or less, due late postmasters on their settlements, by drafts has been discontinued and these balances are now paid by postmasters upon an order direct from this office. This change has made it possible to pay these balances much more promptly than heretofore and has resulted in saving considerable expense and much clerical labor in this office as well as in the office of the Third Assistant Postmaster-General.

The use of what were known as "Balance books" has been discontinued in this division. These books were large and expensive, and contained a record of the name of each late postmaster, his office, State, date when late, condition of his account when finally audited, with other data, all of which were also matters of record in the bookkeeping division, and therefore unnecessary in this division. The discontinuance of this record is a saving of not only the cost of the books but of the labor performed by one clerk.

Copies of the weekly changes at money-order offices as certified to this office by the Fourth Assistant Postmaster-General for the use of the recording division are not now made. Instead of copies, the originals are now used, saving the labor of making the copies and expediting the work of making a record of these changes in the recording division.

In co-operation with the bookkeeping division an important change has been effected in the method of certifying credits to this office by the Third Assistant Postmaster-General for damaged stock returned to the Department by postmasters. This change will result in a considerable saving in clerical labor, and provides a voucher which can be filed in the account of each postmaster entitled to a credit, resulting in greater accuracy in auditing this item in the postal accounts.

In making settlements the final accounts of late postmasters are given preference, so that balances found due the United States may be promptly collected from them or their sureties, thus reducing the liability to loss by "bad debts."

The changes effected in the work on this division during the past two years have resulted in expediting the work, in greater accuracy in auditing the postal accounts, and in saving the labor of three clerks, the force having been reduced from 34 to 31 employees for this division, notwithstanding the steady annual increase in volume of work.

PAY DIVISION.

Adjusting and reporting for payment the accounts for the transportation of the mails by railroads, steamboats (foreign and domestic), star, mail messenger, and special mail service, and auditing the accounts of post-office inspectors, superintendent and assistant superintendents Railway Mail Service, and sundry miscellaneous accounts, including post-office supplies.

CHANGES INTRODUCED.

Prior to July 1, 1898, the per diem accounts of post-office inspectors were rendered without any statement showing travel, but simply with a sworn statement as to the number of days traveled. A statement from the inspector's diary showing his whereabouts every day for which per diem is claimed is now transmitted with all such accounts, thus enabling this office to properly audit these accounts, which was impossible under the former method.

As a result of considerable agitation in the matter of a check by this office on expenditures for the transportation of mails by railroads, the orders of the Postmaster-General since July 1, 1898, fixing the compensation of railroad companies, contains in addition to the number of miles, the rate per mile per annum, and the annual pay, the average weight of mails carried on which compensation is based; but this is no check on the weighing of mails.

It is not known in this office that any check exists, administrative or otherwise, on the reports of mail weighers or on the schedules compiled from said reports, by which the average daily weight of mail is ascertained.

INSPECTING DIVISION.

The examination of postmasters' weekly, semi-monthly, and monthly statements of money-order business, with accompanying money orders, is made in the inspecting division. The work consists of comparing every money order with the credit claimed for its payment by the postmaster, checking and allowing credits when correct, detecting and correcting errors, verifying the fees charged by the postmasters for issuing international and domestic orders, and making complete additions of the debit and credit sides of the statements.

CHANGES INTRODUCED.

The principal change during the past fiscal year was the annexation on July 1, 1898, of the mails and files division to the inspecting division. This consolidation has effectually obviated duplication of work and resulted in the earlier receipt of postmasters' accounts by the inspecting staff—thus facilitating the examination of these accounts and materially advancing their final settlement.

Previous to the absorption of the mails and files division the examination of postmasters' statements by the inspecting division did not include the checking of balances brought forward from previous statements, fixed or irrespective reserves, nor items referring to remittances in transit or to be made. In addition to the above duties, the preliminary examination of statements as to dates, numbers, and condition was also a function of the mails and files division. These essentials have all been successfully assumed by the inspecting division. Under these new methods of examination the failure to deposit or loss of surplus money-order funds through defalcation is discovered immediately upon examination of statement and not at the end of the quarter as heretofore.

A record book has been designed and adopted whereby all the above items are recorded in concise form and one is kept by each inspector. This record shows at a glance the date of auditing, if postmasters are negligent in forwarding their statements, their efficiency in preparation of same, reserves, and, most important of all, it indicates whether and how they are accounting for their surplus funds. The introduction of this record has proved to be a most successful and valuable feature, enabling inspectors to know what statements are not received and the condition of every postmaster's account in their respective sections.

Another new feature is the establishment of a desk having exclusive charge of suspended statements, thus concentrating this branch of the work within the hands of two experienced clerks, insuring greater promptness and accuracy in settling these defective accounts. Form-

erly great delay and considerable confusion occurred in treating these imperfect statements through the individual inspectors, but the centralizing system obviates this and operates to keep the desks clearer of accumulated papers and vouchers. Defective vouchers are returned for perfection.

The introduction of twelve "adding machines" has accelerated the work of examining statements of the larger offices, and aside from this the machines have greatly diminished the mental strain induced by the monotonous footing of long columns of figures. Some of the clerks claim that, aside from reducing the brain fatigue, they can accomplish almost 25 per cent more work than heretofore.

A perforating machine has been put in operation for the effectual cancellation of all spoiled money orders, both international and domestic, and by its use it is rendered impossible that these non-issued orders should ever be clandestinely withdrawn from the files and used for fraudulent purposes.

Until recently hundreds of money-order statements were erroneously addressed to the First Assistant Postmaster-General and the Superintendent of the Money-Order System. Postmasters have been properly instructed on this point, and except in rare instances these reports are now being transmitted direct to the Auditor, as required by law.

Every money-order statement which, as rendered, indicates irregularity, or the withholding of funds from deposit by the postmaster, is made "special" and audited at once. If the result justifies, the Fourth Assistant Postmaster-General is requested to send a post-office inspector to the office in question to take such action as may be necessary to protect the interests of the Government.

The clerks of the inspecting division are now required to check the amounts on the international coupons and paid orders on their face, as it furnishes necessary information to the proper examination in the foreign division. Heretofore they only compared the amounts with the entries in the statement and checked the latter only.

The inspecting division now conducts all the correspondence, by letters and circulars, necessary to securing the correct preparation of money-order statements and proper accounting for surplus money-order funds in the hands of postmasters. The correspondence has been largely increased because of the changes mentioned, growing out of the additional duties performed by the inspectors and especially by reason of the collection by the Post-Office Department of war-tax fees on money orders. Postmasters have been specifically instructed regarding the collection and manner of accounting for these fees in their statements.

The series of circulars pertaining to the work of the division has been largely extended and more closely adapted to the needs of the service. One circular in particular, No. 952, has been compiled from the collective experience of the whole division. It contains 56 sections, and is used in warning postmasters against the commission of common errors and covers all forms of errors in statements that can be anticipated. It has been found so useful that several large editions have been exhausted, and its merits have been so apparent that postmasters of some of the larger cities have requested to be supplied with copies for the instruction of their employees.

The system of having a clerk designated as the "head" of each room, which has prevailed in this division for many years, has been further developed. These heads have been vested with more authority and are being held to a stricter accountability. This system is found useful in the preservation of order during working hours, in making

prompt reports of attendance and work, in saving the clerks from leaving their desks, and in saving the chief and his assistant from being overwhelmed with the minor details of the work.

ASSORTING AND CHECKING DIVISION.

This division assorts, by States, offices of issue, and numerically by quarters, all money orders received from the inspecting division, comparing them with their respective entries on the debit side of the money-order statements, and noting all errors and discrepancies for the attention of the recording division. This division also receives all applications for warrants to be issued in lieu of invalid money orders and prepares the proper certificates pertaining thereto.

CHANGES INTRODUCED.

The assorting and numbering of the money orders in a section, formerly performed by one person, are now separated, one clerk doing the assorting and another the numbering. By this arrangement it is found that the work can be facilitated in several ways, orders requested from an office not numbered being readily obtained from the assorter, each office being kept in a separate bundle.

The checking in the past was by coupon, while the paid order itself is now compared with the postmaster's statement. A check mark only is used to show the comparison, where formerly the date of payment was written, this method making the clerk more accurate, by giving more time to the money value of the order. In checking the coupon, should any of the figures become detached after leaving the issuing office, thus showing a discrepancy in the comparison with the postmaster's statement, the orders corresponding thereto (a very great number) were withdrawn from the files, and no correction being necessary these orders had to be reassorted and renumbered.

The checking of stray orders up to date of current work enables the file clerk to procure an order with the least possible delay.

The establishment of a review board has greatly improved the character of the work performed by the checkers.

The certification for money-order warrants to be paid according to section 1288, Postal Laws and Regulations, was transferred from the recording division to the assorting and checking division in April, 1898.

The changes made in the manner of filing orders, by which the bundles are now numbered, all orders being withdrawn from the files by a clerk or clerks specially designated for that purpose, have been very beneficial. Formerly any clerk in the office was permitted to go to the money-order files, and when an order was once withdrawn no one appeared to know who had it or when it was returned, if ever. This improvement is considered of very great importance, as under the system now in vogue we are enabled to find any money order in the office within a very few minutes after a call has been made for it.

RECORDING DIVISION.

This division audits and adjusts the money-order accounts of postmasters, and has charge of the correspondence relating thereto. The statements of postmasters are received from the inspecting division, the footings entered in registers, and entries of deposits, drafts, and transfers verified by comparison with journal records of the original vouchers. Accounts are adjusted quarterly, and the differences between

accounts as rendered and as audited are indicated by error circulars, and postmasters are directed to make the necessary corrections. Defective vouchers are returned for perfection. Statements as received are filed by States, alphabetically, in guard books and monitors. Accounts of late postmasters are adjusted by payment, transfer, or collection, as indicated by the balance. Detailed statements of account are referred for suit when balances due the United States are not paid after demand has been made on late postmasters and their sureties. Quarterly and annual statements of the money-order transactions of the United States, both domestic and international, with the revenue derived therefrom, are prepared, for the information of the Secretary of the Treasury and the Postmaster-General.

CHANGES INTRODUCED.

The method of accounting or auditing money-order accounts has not been materially changed in the last two years, with the exception that coupons are no longer compared with the entries corresponding thereto in the postmasters' statements.

Experience has shown that the substitution of the original order for the coupon as a means of comparison with the entry corresponding thereto in the statement of the issuing postmaster was wise, not only as a safeguard against fraud, but as a more reliable means of determining for what amount a postmaster is to be held on account of its issue.

Much good has been accomplished by a continuation of the policy outlined in last year's report, on page 8, under the head of "Prompt deposit of money-order funds required." It has resulted in the collection by Post-Office inspectors of the balances due the United States almost without exception, rendering recourse to courts unnecessary. The result is shown in the record of new suits for balances due the United States on money-order account since August 6, 1897. Of the 17 suits entered since that date for the recovery of balances due the United States on money-order account, 2 only have been for balances arising since the introduction of the above-mentioned policy.

FOREIGN DIVISION.

This division adjusts and settles the postal and money-order accounts with foreign countries; settles accounts of steamship companies for the ocean transportation of mails; settles quarterly with the German administration the accounts containing the joint expenses for the maintenance of the sea post service on fast German steamers, and with the Cuban post department the accounts arising in connection with the conveyance of Cuban mails from Havana to Tampa; verifies all lists of money orders certified for payment in foreign countries and all lists received from foreign countries of orders certified for payment in the United States; assorts and numbers coupons of international money orders issued in the United States and international money orders issued in foreign countries for payment in the United States, and checks them against the lists; examines all statements of weights of mail dispatched to foreign countries by the various exchange offices, and conducts the correspondence arising in connection with the above duties.

CHANGES INTRODUCED.

The preliminary measures necessary to enable this office to prepare the international postal accounts for the years 1899, 1900, and 1901, in accordance with the new method of adjustment of the transit expenses

adopted by the Washington Convention of 1897, are practically completed, an agreement having recently been reached with the administrations of the Union fixing the average rates applicable to territorial and maritime transit, which, based upon the statistics taken in May, 1896, will show the annual amounts to be paid or received by the United States for transit expenses incident to the exchange of correspondence with foreign countries.

During the fiscal year just closed money-order conventions have been concluded with Chile, Cuba, Porto Rico, British Honduras, Mexico, and Russia, the convention with the last-named country taking effect on January 1, 1900, making in all forty-two countries between which and the United States an international exchange of money orders has been established. A novel and important feature was introduced in negotiating the money-order conventions with Cuba, Porto Rico, and Mexico, it having been stipulated that no charge should be made by either country for cashing the money orders drawn upon the other. The significance of this arrangement is that money orders can be purchased on the countries named at the same rate that is charged for domestic orders, thus offering to the public the cheapest rates known to the service for sending money abroad.

OTHER IMPROVEMENTS CONTEMPLATED.

It is scarcely necessary to say, much less to reiterate, that the steady development of the postal service constantly confronts this bureau with new conditions requiring changes and improvements in method, in order that the requisite checks and guards upon the public expenditures may be rigidly maintained. Unremitting vigilance is therefore required in all branches of our accounting operations that we may be ready to meet these changed conditions as they occur.

In addition to this it is found to be true, as stated in my last annual report, that certain very important expenditures of the postal service have never received the scrutiny in this bureau which is plainly contemplated by law.

The methods now employed in auditing claims for railway-mail transportation are necessarily defective, because of the insufficient data furnished. The defective nature of this audit of one of the largest governmental expenditures has been commented on in the severest terms by the Comptroller of the Treasury in a published opinion. But if the data were furnished by the Department as plainly demanded by the Comptroller's decision, in which demand this office fully concurs, it could not be utilized with our present inadequate force. At least twenty additional clerks are needed if this manifest duty is to be assumed. A full statement was made to the Appropriations Committees of both Houses in the last Congress. As after this full statement no provision was made for the indispensable increase of help, the responsibility for continued failure to at least attempt a proper performance of this duty rests with the law making power. A change in the manner of collecting newspaper postage, as related in connection with the work of the bookkeeping division, brings a revenue item of about $900,000 a year within the requirements of a new method of audit, which we have as yet been unable to apply.

GROWTH OF THE POSTAL SERVICE.

Since this office has entire jurisdiction over keeping the accounts, verifying legality of expenditures and scrutinizing the vouchers of every branch of our vastly ramified postal system, every feature of the

growth of that system adds appreciably to the volume of our work. The postal service proper has both earnings and expenditures; the money-order branch has both receipts and disbursements. In this very important respect it differs from all other Departments of the Government. In fact, it is not strictly speaking a governmental function—it is a combination of transportation and financial enterprise, a purely business institution. A debit and a credit side must be kept in each account, and a balance accurately struck. Hence an increase of business necessarily brings increased labor. What that increase during the past year has been may be partially estimated from the following items:

The number of post-offices in the United States increased from 72,976, July 1, 1898, to 74,384, June 30, 1899—net increase, 1,408. We keep a ledger account with every postmaster.

The number of money-order offices increased during the year from 23,421 to 27,627—net increase, 4,206. We keep a separate ledger account with every money-order post-office.

The number of domestic money orders issued increased from 27,798,078 to 29,007,870—net increase, 1,209,792. We handle each one of these orders, as a voucher, five times before the accounts of issuing and paying postmaster can be settled.

The volume of money-order transactions increased from $401,113,717.31 to $442,483,354.22—net increase, $41,369,636.91.

The revenues of the postal service increased from $89,012,618.55 to $95,021,384.17—net increase, $6,008,765.62.

The expenditures of the postal service increased from $97,853,407.99 to $101,632,160.92—net increase, $3,778,752.93.

In the judicious conduct of any private or corporate business enterprise, a growth in the volume of annual transactions so marked and inexorable as that here shown would as a measure of common prudence be promptly met with a reasonable allowance for increase of force in the vitally important work of verifying its enormous financial operations, and holding them strictly within legal and proper bounds.

SOME ITEMS OF CURRENT WORK.

In a business so vast as that carried on by the United States postal service, the number of separate transactions involved in the duty of correctly auditing and transcribing all its accounts becomes bewildering in its magnitude. It scarcely enters the mind of a casual observer to conceive the vastness of the figures with which this bureau is obliged to deal when computing the aggregate volume of its operations. The following summary of a few leading features of our current work, performed during the fiscal year recently closed, has been compiled from reports furnished by the chiefs of divisions:

Letters written	45,794
Circular letters prepared and transmitted	609,834
Accounts received and settled (by divisions)	1,012,908
Vouchers—money orders—checked twice (debit and credit) and filed in consecutive numerical order by offices of issue	29,573,270
Other vouchers accompanying money-order accounts	3,501
Vouchers accompanying postal accounts, examined and filed with their respective accounts	2,149,216
Vouchers accompanying miscellaneous accounts, examined and filed with their respective accounts	322,884
Postmaster-General's orders received, verified, and recorded	35,714

INCREASED FORCE ALLOWED.

In my last annual report, and in the estimates submitted to Congress by the honorable Secretary of the Treasury, a request was made for an increase of 50 clerks for this Bureau. This request was based upon the anticipated large increase of our labors and upon the avowed necessity for better accounting methods in some of the largest items of postal expenditure.

At the hearings granted by the committee on appropriations of both Houses of Congress, I stated in detail what the requirements were, and for what purposes. The result was that an increase of 12 clerks was allowed, instead of the 50 requested. This would not have been sufficient to properly take care of the natural increase of business. But even this apparent concession was more than neutralized by contemporaneous legislation, which excludes Sundays and holidays from consideration in computing the thirty days annual leave given to each employee, and by more liberal construction of sick-leave allowances.

It was absolutely impossible, therefore, to undertake any new work, however imperatively demanded by the public interests, which involved withdrawing any considerable number of employees from that on which they were engaged. The numerous changes and improvements hereinbefore set forth were so adjusted to each other as to provide, by the release of labor in one section through simplified methods, for the increased labor in other sections.

But the increasing pressure of current work in every division and section soon compelled a resort to the only remaining alternative—that of recommending the summary dismissal of clerks whom an impartial investigation showed to have fallen below a reasonable minimum standard of efficiency, and the substitution in their places of younger and more efficient ones. This was an intensely disagreeable, and in some of its aspects, almost a cruel task. But it was a manifest necessity, and the process is now going on, to the appreciable benefit of the service.

INCREASED FORCE REQUIRED.

This means of relief is, however, limited in extent, and has almost reached that limit at the present writing. Additional clerks must be secured for this Bureau in the early future, or its work will rapidly get in arrears. The inevitable consequeuce of that would be to very seriously cripple the postal service, and to vastly increase the number of defalcations and embezzlements for which the enormous sums of money-order funds handled by postmasters afford a tempting field.

I shall therefore request the Treasury Department to submit an estimate for 30 additional clerks as the minimum requirement of this Bureau for the fiscal year beginning July 1, 1900. If that increase shall be granted we may hope by help of the improved methods and increased efficiency already inaugurated to take care of the natural growth in business, and to extend a proper accounting system to the important unoccupied fields above alluded to.

RESPONSIBILITY FOR ILLEGAL EXPENDITURES.

The responsibility for illegal expenditures, if any, by the Post-Office Department rests ultimately upon its Auditor.

The Auditor "receives," "examines," and "settles" all accounts of the

postal service, and where payments are made by warrant certifies to the Postmaster-General for payment the balances or amounts found due thereon. It is upon these certificates, not upon the accounts themselves, that warrants are drawn. If the certificates authorize illegal expenditures the officer of the Post-Office Department who draws the warrants is not blamable, for the Auditor's certificate is his sole guide.

The warrants having been drawn are countersigned by the Auditor. This counter signature of a warrant means that payment is "warranted by law," and the responsibility for illegal payments again reverts upon the Auditor.

By designation it is the duty, under the law, of the Deputy Auditor in the name of the Auditor to certify all payments and countersign all warrants.

In the case of payments not made by warrant, but out of the receipts of the postal service, the Post-Office Department "authorizes" postmasters to make such expenditures. These authorizations must, however, be "warranted by law." If they are not so warranted, it is the duty of the Auditor to disallow the credits claimed for such payments. The responsibilty for illegal payments made in this manner likewise ultimately rests upon the Auditor.

If by inadvertence or otherwise an unwarranted payment is made, the head of the Department whose appropriations are thus illegally affected may well hold the Auditor responsible, for in the multiplicity of duties which devolve upon the head of a great Department many of the allowances for expenditures submitted to the Auditor necessarily must be perfunctorily made. It is to the Auditor that the head of the Department must look for protection from illegal acts by his subordinates, whether such illegal acts were intentionally or inadvertently committed. This principle finds illustration in the history of the star route frauds, for which both the then Auditor and Deputy Auditor were in a degree held responsible. They failed to detect these frauds in their incipiency and were both consequently called upon to resign.

One of the most eminent of the Comptrollers has said:

> The Sixth Auditor (the Auditor for the Post-Office Department) is not only an auditor, but a comptroller also. His power to audit and settle accounts and certify balances generally carries with it the right to review amounts certified to him by officers of the Post-Office Department, otherwise, the Auditor would be reduced, as to such sums, to the performance of a mere ministerial duty. The power to audit and settle claims and certify balances carries with it the authority to ascertain the validity and extent of the demands to be certified. To audit is to hear; to settle is to decide. The power to decide by necessary implication carries the authority to require and pass on all requisite evidence. It must be "always construed to include all the necessary and usual means of executing it with effect." (Story, Agency, sec. 58.) The power to certify a balance due, certum facit, for a like reason includes the authority to review and decide all questions of law and fact, and to use all sources of information. When Congress has intended the allowance or statement of a claim to be conclusive on an accounting officer, explicit language has been deemed necessary. This is necessary, since such cases reverse the whole auditing policy of the Government. A settlement of an account and a certification of a balance which can not go to the sources of evidence and examine all questions of law and fact would practically be no examination; it would be the play of Hamlet with Hamlet omitted. (First Comp. Dec.. vol. 3, p. 13.)

WARRANTS AND DRAFTS.

The following warrants and drafts were received, examined, entered on registers, and posted into ledgers on personal and appropriation accounts and countersigned by the Deputy Auditor in the name of the Auditor, viz:

	Number.	Amount.
Receipt warrants	142	$102,232,273.19
Payment warrants	145,949	101,273,060.92
Transfer drafts	3,931	1,467,251.94
Total	150,012	203,505,334.11

The number of certificates of settlement of accounts certified to the Postmaster-General was 67,696
The number of statements of expenditures submitted to the Postmaster-General was 4,350
The number of collection drafts made was 4,435
The number of miscellaneous papers signed or countersigned by the Deputy Auditor (estimated) was 25,000
The number of money-order certificates submitted to the Postmaster-General was 4,000

The number of signatures required annually of the Deputy Auditor exceeds 250,000. This heavy volume of work for the most part must be done during the first half of each quarter. It is hoped that Congress will afford this officer some measure of relief, or at least provide a salary commensurate with the responsibility imposed and labor required. Stamped or printed facsimile signatures are employed in all cases where it is permissible.

THE LAW CLERK.

Pursuant to the allowance made in the last appropriation bill the position of law clerk has been established in this bureau. This has been a manifest necessity for many years. The duties of the Auditor require the daily construction of statutes or comparison of decisions and opinions rendering a competent legal adviser almost indispensable. And the number of suits constantly in progress under the auspices of this bureau, in every State of the Union, against the bondsmen of failing contractors or defaulting postmasters, often, if not always, exceeds all other governmental departments combined.

The position thus created was filled by the appointment of Mr. D. H. Fenton, a former chief of division with long experience in this office, and with every qualification for his responsible place.

REMOVAL TO NEW POST-OFFICE BUILDING.

At the date of the submission of this report the removal of the bureau to the new Post-Office Building fronting on Pennsylvania avenue has been successfully accomplished. The Auditor, Deputy Auditor, chief clerk, and law clerk are located on the fifth floor, where are also the Postmaster-General and the four assistant Postmasters-General. The bookkeeping, collecting, pay, and foreign divisions of this bureau occupy the sixth floor, while the recording, inspecting, and assorting and checking divisions occupy the seventh floor. The ninth floor is suitable only for the storage of files and archives, and is far too limited in area to accommodate the Post-Office Department and the Auditor's office. The eighth floor was withheld from the use of both by a provision of the appropriation bill, and destined for occupancy by some outside bureaus. But experience has already demonstrated the necessity for its use by the occupants of the remainder of the building. The employees of this bureau are seriously overcrowded in many of the rooms, and are occupying one entire corridor with clerks' desks, to say nothing of the overflow of file cases into other corridors. It is sincerely

hoped that the restrictive legislation may be removed at the ensuing session. Even then there will be no space available for storing the seven years' accumulation of money orders required by law to be kept by this bureau, and for which no other room has been provided.

SURPLUS RECORDS TRANSFERRED TO THE CONGRESSIONAL LIBRARY.

The suggestion made in my last annual report that the surplus ledgers, records, and letter books pertaining to this bureau be transferred to the Congressional Library for preservation is now being carried into effect. These records contain matter of incalculable historic value relating to the business history of every city, town, and village in the country, as illustrated in its postal service, including the names of all postmasters since the foundation of the Government, and the quarterly statements of local post-office transactions. There is no room for them in the new building; they have been practically inaccessible for many years in the old building. After ten years they are seldom referred to officially, but when placed where ready access can be had to them, in the Congressional Library, their value will soon be appreciated. The Librarian of Congress is certainly carrying out an important function of the institution over which he presides, besides doing an inestimable public service to students, historians, and antiquarians by accepting the care and custody of these priceless documents.

An abstract of the first page of a book labeled "Accounts current from October 1, 1793, to January 1, 1796," kept by Timothy Pickering, Postmaster-General, which constitutes the trial balance of the entire United States postal service for three months, will present an interesting contrast to some of the elaborate tables contained in this report, representing the same transactions a century later:

Trial balance, quarter ending December 31, 1793.

DR.

To cash paid for transportation of the mail	$11,505.98
To compensation of Postmaster-General, assistants, and clerks	953.46
To contingent expenses of the general post-office, including office rent, messengers' wages, firewood, candles, printing of blanks for the Department, stationery, mail portmanteaus, etc	356.71
To cash paid the Treasurer of the United States, December 19, 1793, as by warrant	11,020.51
Balance due the United States	39,285.72½
	63,122.38½

CR.

By balance of account September 31, 1793, as settled at the Treasury			$39,009.89½
By postage of letters received by postmasters, October 1 to December 31, 1793	$30,721.24½		
By postage of newspapers, October 1 to December 31, 1793	1,446.04½		
		$32,167.29	
Deduct commissions of postmasters	6,967.92½		
Deduct cash paid for ship letters by postmasters	874 20		
Deduct contingent expenses of postmasters	598.17½		
		8,440.30	
			23,726.99
By cash received of James Smith, late postmaster at Fredericksburg			385.50
			63,122.38½

COMPTROLLER'S RULINGS.

The decisions of the head of this bureau are final and binding both on claimants and on the United States, except that a party aggrieved may appeal within one year to the Comptroller of the Treasury, from whose rulings there is no appeal. It is also a prerogative of the Comptroller to withdraw from an auditor's files for revision any account, reopen the same, and allow or disallow any items therein, without reference to the auditor's prior decision. As this office has to do with more transactions, embracing larger amounts and probably presenting more complicated questions than all other auditing offices together, it is a source of pride to us that appeals are so infrequent and reversals so rare. During the fiscal year under review there were fewer appeals from the decisions of the Auditor for the Post-Office Department than from any other Auditor of the Treasury Department, notwithstanding the number of accounts received in this bureau during the fiscal year, 1,012,908, greatly exceeds the settlements made by all the other auditors combined. During the fiscal year 889 appeals were taken from the decisions of the auditors to the Comptroller of the Treasury, or an average of 148 appeals from each of the six auditors. There were, however, but 31 appeals from the decisions of the Auditor for the Post-Office Department.

As all settlements made are subject to revision on his own motion by the Comptroller of the Treasury, the exercise of this prerogative by the Comptroller during the fiscal year will determine to what degree this office has failed to perform its proper functions. It is evident that the decisions we have made have been, as a rule, satisfactory both to the Post-Office Department and to claimants. Some very important accounts were withdrawn for revision, the final result of the inspection of which practically confirmed the settlements which the Auditor had already made.

THE MAIL SERVICE IN OUR NEW POSSESSIONS.

The accounts thus withdrawn and revised consisted mostly of those of postmasters through whom were disbursed the emergency appropriations made by Congress for extraordinary expenses made necessary by the war with Spain and those connected with the establishment of mail service in the new possessions of Cuba, Porto Rico, and the Philippines. As, in the beginning, no machinery for making these disbursements had been provided by law in these islands it was necessary to employ United States postmasters—notably those at New York, Washington, and San Francisco—as disbursing officers, authorizing them to make certain specified expenditures as salaries of employees of their own offices, and transmit the authority and vouchers for such expenditures to the Auditor with their quarterly accounts current.

The temporary emergency and the exceptional circumstances seemed to justify this method of procedure, although it necessarily involved a less rigid advance scrutiny of disbursements than is ordinarily required. But the entire case was exceptional, and under the broad discretion evidently intended to be given to the Postmaster-General by the terms of the emergency appropriation, as well as by the very nature of a new, difficult, and dangerous service in distant parts, many things were manifestly justifiable that at home and in time of peace would have been irregular.

In auditing these accounts this office extended proper latitude, filing

therewith memoranda reciting the reasons therefor. In most cases the Comptroller, after revision, fully endorsed the Auditor's action, confirming, however, the recorded declaration of this office that these exceptional approvals would not constitute precedents.

The net result of the Comptroller's rulings, whether on appeals or on voluntary revisions, has been to sustain this bureau in an increasing strictness of accounting methods, the differences, where any existed, being, as a rule, in the direction of even greater strictness than we had enjoined.

INTERNATIONAL ACCOUNTS.

Postal accounts have been stated to December 31, 1898, with all foreign countries of the Universal Postal Union, and settlements effected with the exception of the following-named countries which, while the accounts are accepted as rendered by this office either formally or by operation of Section II of Article XXXII of the Washington convention, the accrued balances due thereon to the United States remain unpaid from the dates mentioned below:

Colombia, from 1889, inclusive	$14,034.36
Gautemala, from 1891, inclusive	11,252.09
Venezuela, from 1892, inclusive	16,924.62
Peru, from 1892, inclusive	11,908.16
Republic of Honduras, from 1895, inclusive	1,170.52
Total amount due	55,289.75

Frequent requests to remit these balances have been made to the administrations indebted, but without success; in fact, but two out of the number even replied to the communications addressed to them by this office, much less to liquidate the expenses incurred by the Department in reforwarding their correspondence to destination.

The regulations of the Postal Union Convention governing the settlement of the accounts between the several administrations of the Union afford no remedy to a creditor country for an unpaid balance, except that a 5 per cent per annum interest tax may be levied on balances remaining unpaid after six months have elapsed, dating from the expiration of the period of settlement—a regulation, however, which has never been enforced, and, in all probability, could not be carried out.

The money-order accounts with foreign countries have been adjusted and closed to June 30, 1899, with the exception of Chile, Cuba, Egypt, Japan, Portugal, Queensland, and France, the accounts from these countries not having yet reached this office, but are expected to arrive within the next few days. It may be stated generally that the condition of the international accounts is fully up to date, and in no respect behind the settlements of previous years.

VOLUME OF THE POSTAL BUSINESS.

During the fiscal year 15,664 presidential and 308,080 fourth-class quarterly accounts, or a total of 323,774 postal accounts were received and settled, involving in receipts and expenditures $196,653,555.09. These accounts contained 2,149,216 vouchers, which were examined, checked, and filed with their respective accounts.

THE MONEY-ORDER SYSTEM.

This bureau is the keeper of accounts and the custodian of all the voluminous records and multitudinous vouchers of the nation's colossal money-order system. It has, by law, practically an exclusive jurisdic-

tion over the whole matter, since the Post-Office Department has not even the original initiative or the preliminary examination and audit customary in some other branches of the service.

This extensive and virtually exclusive jurisdiction over a volume of financial transactions so vast and so rapidly increasing involves a corresponding responsibility. If anything goes wrong in this great machinery, if embezzlements are not promptly discovered, the blame rests nowhere but here. The multiform possibilities of fraud allowed by the system of coupon checking, fully set forth in my last annual report, is an example of that responsibility. The necessity for tireless vigilance and unwearying promptness in the inspection of postmasters' statements, to ascertain if they are improperly withholding funds from deposit, is another example. If things go wrong in these and many other directions, no ingenuity on our part can shift the burden to other shoulders. It must rest on ours.

The constant pressure of this sense of responsibility naturally leads the heads of this bureau to a more serious consideration of the whole question involved—its magnitude, its benefits, its perils, and its tendencies—than would suggest itself to any official less intimately connected with its workings, or to any mere student of governmental functions.

A POPULAR BUSINESS ENTERPRISE.

The issue and payment of money orders is not in any strictly legitimate sense a governmental function. It is a feature of banking business pure and simple, and is regarded by many thoughtful men as a dangerous development of state socialism. It is a wonderfully convenient thing for great masses of the people, hence it is universally popular. It is carried on with such enlightened skill, such diligent enterprise, and such marvelous success by the Department officials who superintend its operations and by the local postmasters and clerks who directly conduct them that one who looks only on the surface sees everything to praise and nothing to condemn.

Only the accounting function which it is the duty of this bureau to conduct discloses the dangerous possibilities that lie in the general principle involved. And it must be frankly if reluctantly admitted that perils rest mainly upon the possibilities of faithlessness, carelessness, or relaxed vigilance in conducting the operations of this office.

POSTAL SAVINGS BANKS—POSTAL TELEGRAPHS.

The supposed success of the money-order system has apparently stimulated a demand for extensions of governmental administration into similar and even more doubtful fields. Aside from propositions of Government ownership of railroads and for the absorption of some great manufacturing enterprises as an alleged remedy for "trust" despotism, neither of which has as yet assumed a visible, concrete form, there are at least two measures which are being vigorously pressed, both of them subjects of many bills introduced at each succeeding session of Congress. These measures are the establishment of postal savings banks and postal telegraphs.

It is not proposed to enter into any arguments for or against these measures in this report. Since under present accounting regulations the enormous volume of transactions which would inevitably result from the inauguration of either or both of these enterprises would at once fall upon this bureau, it is certainly not inopportune to suggest that

in making provision therefor it is vitally important the accounting feature be very seriously considered.

The risk of undertaking responsibilities for which the machinery of government is not fitted is ever present in the mind of the statesman. This risk will be much more serious in accounting than in administrative branches.

The splendid executive faculty of the American people seems to have no limit to its capacity for extending the scope of commercial and financial enterprises. Whether under purely governmental auspices will develop the necessary wisdom to devise, and the ceaseless, unswerving, untiring persistency to carry on the unsentimental, unattractive, unpopular work of auditing and bookkeeping, so that complete cognizance may be kept and perfect accuracy assured, is a separate and a serious question. At all events if new paths of outside service under governmental control are to be entered upon prudence would dictate, as an essential preliminary, a carefully digested legislative provision for an adequate accounting system. The one we have for the postal service seems to have grown up haphazard, more by natural accretion than by scientific development, until the legislation of 1894 sought to reduce it to shape. But that legislation was so hasty and so faulty at some points that several of its boasted improvements have already been abandoned.

Bills were pending in the last Congress which appropriated $50,000,000 if necessary to buy or build a postal telegraph, but did not even mention, much less provide for, any plan or force for keeping or auditing its accounts.

Other bills provided for an elaborate postal savings-bank system, some of which paid no heed whatever to this primal necessity of such an establishment, while one of them magnanimously allowed six additional clerks in the Auditor's office, to take care of a work which would speedily equal in magnitude and multiplicity of transactions the money-order system, which now keeps 300 clerks incessantly busy in this bureau.

PROFIT AND LOSS.

Naturally one of the first questions the statesman, economist, or philanthropist would ask, before advocating the engraftment of new and extraneous features on our postal service, would be, Will it pay expenses? Unless the Government proposes, under the "general welfare" clause of the Constitution, to embark extensively into eleemosynary fields, all its business enterprises at least should be self-sustaining. The mail service proper shows annual deficits. But if due credit could be given for free transportation of official correspondence and public documents, that deficit would disappear.

Whether the money-order branch of the postal system is self-sustaining or not is an important question. It is a radical impeachment of the accounting methods existing in this bureau, even since the painstaking improvements of 1894, that no accurate statement can be made on that important point.

It would seem to have been the original intention of Congress that this bureau should be ready at all times to furnish this information. Section 293, Revised Statutes (sec. 221, Postal Laws and Regulations), provided that the Auditor should keep the accounts in such a manner as to show among other things "all the expenses of the money-order business." I can find no record that this requirement was ever complied with. Meantime later legislation has practically repealed this provision, although under the general scope of the Auditor's duty and

authority the accurate compilation of this information would certainly be permissible, did the system of keeping accounts disclose it and were the clerical force allowed to warrant it. The act of June 9, 1896 (29 Stat., 316), requires that the Postmaster-General shall submit to Congress "annual estimates in detail for all expenses of the money-order branch of the postal service." As such estimates would involve reference to items in many different appropriation bills, the difficulty of framing them is obvious. Until those difficulties are overcome the Department's estimates when made will be only approximate, but would at least give data for an opinion as to whether or not the money-order service is self-sustaining.

A MISLEADING TABLE.

For many years the Auditor's annual report has contained a statement corresponding to Table 15 in the statistical department of this issue, which on its face shows a large "net revenue" from the sale of money orders. But this statement is so misleading that it should never have been presented without the explanation which is now for the first time appended.

The Post-Office Department in its annual report for the fiscal year ended June 30, 1898, called attention to this subject. The report on money-order affairs by the First Assistant Postmaster-General says (p. 179, Report of Post-Office Department):

> The expenditures of the system are mainly for (1) commissions paid to postmasters at offices of the third and fourth classes, and to foreign countries ($600,000); (2) for printed matter, stationery, etc.; (3) losses from uncollectible debts of former postmasters, fires, burglaries, etc. The difference between the earnings of the system and its expenditures, as above described, constitutes the gross revenue, and is the profit derived by the postal service proper from this branch of its business. The net revenue may be computed by deducting from the gross sum that proportion of the cost of clerical service employed in money-order business alone at post-offices of the first and second classes; the cost of like clerical services in the offices of the Auditor and the superintendent, respectively; and the cost of services rendered the system by post-office inspectors. It is a matter of difficulty to ascertain these respective approximate amounts, but there is no question that the earnings (about $1,100,000) are not only sufficient to offset all charges of this kind, but make the system wholly self-sustaining, and in addition pay a liberal proportionate share of the postal service proper.

This is a concise and clear statement of the chief elements of expenditure on money-order account, which do not appear in our published tables. What the aggregate expenditures really are is something that has never been fully stated.

AN APPROXIMATE STATEMENT.

The gross revenue from the issue and sale of money orders is readily and accurately ascertained from the records of this bureau, which keeps all the accounts. It is correctly stated in Table 15. But the expenditures on account of the money-order business cover so many items, scattered through so many appropriation bills, and some of them inextricably involved with expenses for other postal branches, that under the present form of keeping our accounts only an approximate estimate is possible. The principal items of expense are mentioned in the above extract from the Department report of last year. It is manifest from the comments there made that the Department, in the absence of reliable information, which perhaps it is the duty of this bureau to furnish, is sincerely of the opinion that after all fair deductions are made the money-order business yields a profit.

In view of the misleading statement reproduced in our reports for many successive years, it is manifestly now incumbent on this bureau, especially in view of the question raised by the Department itself, to throw all possible light on this subject. I have accordingly taken the best attainable measures, in the present imperfect method of stating expenditures incident to the money-order service, to get an approximate idea as to the profit or loss of the business of selling exchange now carried on by the Government through the Post-Office Department.

Special reports were recently called for from all postmasters in the United States having annual allowance for clerk hire of $4,000 per annum or over, showing amount paid to clerks engaged exclusively in money-order work. These reports were received from 166 offices, which, being carefully tabulated, disclosed the fact that in these offices, out of a total allowance of $7,274,507.94 for clerk hire, there was paid $571,611.86 to clerks engaged exclusively in issuing or paying money orders. Applying the percentage thus obtained as probably a fair and ratable proportion of the total clerk-hire allowances to all post-offices of the first and second classes (where postmasters receive no commissions on money-order sales), the expense for clerical labor in other post-offices, properly chargeable to the money-order business, was found to be $253,268.80. This is doubtless sufficiently correct for practical purposes.

Our own records furnish the figures relating to other expenditures legitimately chargeable to money-order expenses mentioned in the Department report. Still others can only be approximately estimated. Employing the ascertainable items of expenditure, the results of the investigation may be summarized as follows:

Net revenue, as shown by Table 15		$1,286,664.60
Expenses not charged:		
Blanks, blank books, and printed matter, Post-Office Department	$99,552.86	
Ditto, Auditor's Office	20,742.86	
Stationery, exchange and miscellaneous, Post-Office Department	6,954.89	
Rubber and metal stamps, Post-Office Department	2,500.00	
Clerks, money-order divisions, Auditor's Office	307,120.00	
Clerks, money-order division, Post-Office Department	59,020.00	
Rent of Busch Building, Auditor's clerks	11,000.00	
Services of post-office inspectors in money-order cases, estimated	60,000.00	
Salaries of money-order clerks in 166 post-offices reported	571,611.86	
Ditto in remaining first and second class offices, estimated	253,268.80	
Excess of expenses over net revenue		105,106.67
	1,391,771.27	1,391,771.27

No method suggests itself for ascertaining the ratable proportion of salaries of first and second class postmasters which should be charged as an expense by reason of responsibility incurred and work done on money-order account; nor of a fair proportion of legal expenses in United States courts for prosecuting and conducting money-order cases, civil and criminal; nor of numerous other indirect and incidental disbursements which would not be made from the public Treasury were there no postal money orders.

It is manifest, however, on a review of ascertainable and incontrovertible facts presented above that there is now a considerable annual loss incurred in conducting the money-order business by the Government.

There is, moreover, enough food for serious thought in this showing

to suggest the exercise of great care in legislating for the employment of new financial features in the postal service.

And, further, there is unquestionably reasonable foundation for a demand that more accurate accounting methods be devised and applied to such business enterprises as the National Government has already engaged in before we inaugurate others that we know not of.

Scrupulous accounting officials and wise accounting systems stand between the public Treasury and its would-be plunderers. Enlightened progressive governments are distinguished from corrupt, decaying nationalities principally by the vigor of their accounting methods. If a rigid independent scrutiny is required to maintain purity of administration in such acknowledged governmental functions as military and naval establishments; judicial, diplomatic, and consular service; pension, patent, and Indian bureaus, how much more vitally essential must it be in all the numerous ramifications of a purely business department, which has earnings and receipts as well as expenses and disbursements; which carries on its rolls a larger number of employees than the aggregate of all other departments; which foots up on its present basis a volume of transactions greatly exceeding in receipts and expenditures six hundred millions of dollars a year.

There can be no question that the foregoing statement of expenses of the present money-order service is very conservative. In the item of ascertained expenditures for post-office clerks exclusively engaged in money-order business, postmasters in many cities failed to report clerks at stations and substations. Neither was any account taken of rents for post-offices or stations. Notwithstanding all omissions and all conservatism in estimates there is shown to be an annual loss of $105,106.67 resulting to the postal revenues from the money-order business.

COLLECTION OF TAX ON MONEY ORDERS.

When the internal-revenue act of 1898 went into effect it provided for a tax of 2 cents for each postal money order issued, the same to be paid, of course, by the remitter. To prepare and distribute the 30,000,000 revenue stamps annually required among the 28,000 money-order post-offices of the country, and maintain the supply at all times, would be a task the labor and expense of which would have materially reduced the revenue to be derived therefrom. At the suggestion of this office, promptly approved by the Post-Office Department, and finally acquiesced in by the Internal-Revenue Bureau, the use of revenue stamps on postal money orders was entirely dispensed with. The tax is added to the fee in each case, collected by the postmaster, and accounted for by him as a separate debit on each money order reported in his returns. The sum total is certified by this bureau quarterly, and paid over to the credit of internal revenue. The plan adopted largely increases the labor in two of our divisions, but its manifest advantages to other branches of the service more than compensate therefor. Not only is the expense of engraving, printing, and distributing stamps entirely dispensed with, but all possibility that a single order will escape the tax is obviated. The amount collected under this system, and turned over to the proper fund, during the fiscal year under review, was $579,926.86.

APPLICATIONS FOR WARRANTS.

During the fiscal year ended June 30, 1899, applications for warrants to pay 3,558 invalid money orders were referred by the Post-Office Department to the Auditor's office, amounting in the aggregate to the

sum of $46,884.27. Of this number 3,343, amounting to $46,199.28 were certified to the Post-Office Department for payment; 187, amounting to $610.93, were returned for cancellation for the reason that an inspection of the files developed the fact that the original orders had been paid. The remaining 28, amounting to $74.66, are yet pending.

SIGNATURES TO MONEY ORDERS.

The postal laws and regulations prescribe the method of receipting money orders. Only money orders so receipted constitute legal vouchers, and this office is not authorized to allow credit on anything but a legal voucher. The Post-Office Department has issued a number of "permits" granting the privilege of signing money orders by stamp, the Government being relieved from responsibility for any wrong payment which may result. Many orders, however, which come through banks and clearing houses are receipted with only stamped signatures, no permits having been granted. The rejection of all such orders as imperfect vouchers is liable to bring the money-order system into disfavor with the banks and public, a thing to be avoided if possible. Yet the requirement of a legal voucher should not be lost sight of, notwithstanding section 1281, Postal Laws and Regulations, as amended, holds the postmaster responsible for wrong payments. It is very desirable that the Postal Laws and Regulations be amended to conform to the practices permitted, or that the practices permitted be made to conform to the Postal Laws and Regulations.

INVALID MONEY ORDERS.

Reports received from the Post-Office Department indicate that the amount of domestic money orders remaining unpaid for one year from the last day of the month of issue for the fiscal year ended June 30, 1899, was $41,680.28, as evidenced by the advices and postmasters' monthly statements transmitted to the Post-Office Department.

The act of January, 1894 (Stat. L., p. 32, sec. 4), requires that the advices of invalid money orders shall be sent to the Auditor by postmasters. The Auditor is required to certify to the Postmaster-General the amount of these invalid money orders outstanding, as evidenced by such advices, the sum thus certified to be turned into the Treasury by the Postmaster-General on account of the Post-Office Department, to be used as current revenues. As stated in my last annual report to the Secretary of the Treasury and to the Postmaster-General, this section of the law of 1894 is not being complied with, although repeated requests have been made for such compliance. It is my opinion that this section of the law should be carried out. With the advent of the new form of money order, in which the advice is a carbon copy or facsimile of the original order, the advice will supply the evidence otherwise forever missing in every postmaster's account in which orders issued become invalid by reason of non-presentation. These facsimile advices of the missing orders would eliminate one uncertain element in the present system of money-order accounting, and furnish a valuable addition to our permanent records. A register of such advices would afford a convenient reference for each application for a warrant for the payment of an invalid order, a reference more easily made than from old files stored away in inaccessible places. Legislation requires the destruction each year of all statements and guard books seven years old, and unless a register of the kind herein mentioned is maintained,

every record pertaining to an alleged unpaid money order seven years old is then destroyed, yet money-orders more than seven years old are constantly being presented for redemption by warrant. Properly kept, this register will at all times show the particular orders outstanding, their amount, and the precise sum of money which from time to time may be transferred from the money-order revenues to the United States Treasury to the credit of the Post-Office Department. As an accounting officer can not legally certify to financial statements which he can not verify, this office is not in position to certify these transfers to the Treasury unless the advices of the invalid orders are transmitted to the Auditor, as required by law.

DOUBLE PAYMENTS OF MONEY ORDERS.

During the fiscal year 407 of the duplicate money orders issued by the money-order division of the Post-Office Department, received from postmasters as paid vouchers, were found upon investigation to be double payments, the original order in each case being found in the files of this office. The amount represented by these duplicate payments is $1,472.21. In each of these cases the amount has already been refunded to the Government through the postmaster in error or is in the process of collection.

VOLUME OF THE MONEY-ORDER BUSINESS.

During the fiscal year 441,789 money-order statements were received, accompanied by 29,573,270 paid domestic and international money orders, representing $217,555,852.69. The number of domestic orders issued was 29,007,870, representing $211,213,592.84, and the number of international orders issued was 968,501, representing $13,744,770.37. The sum represented by the issue and payment of domestic and international money orders during the fiscal year amounted, therefore, to $442,514,215.90, against $401,113,717.31 for the preceding year.

NO TRANSFER OF FUNDS SINCE 1895.

There has been no transfer to the credit of the Post-Office Department of the funds accruing by reason of nonpresentation of orders since December 2, 1895, although information received from the Post-Office Department indicates that the sum of $168,207.87 has accumulated. As every transfer of this kind operates to reduce the deficit in the postal revenues to that extent the Auditor should be enabled, by compliance with the law of 1894, to make the proper certification at regular intervals.

CHANGE IN THE FORM OF MONEY ORDER.

Under authority conferred by the last Congress the Postmaster-General in May adopted a new form of money order which discards the coupon and creates an advice which is a carbon facsimile of the order as issued for payment. The new form of order was not introdued until after the close of the fiscal year 1899, and all of the old forms must be exhausted before its use becomes general. It is a matter for congratulation that the coupon, which proved so vexatious and which led to so many frauds, is now legally discarded. It is noteworthy that after it became known that the coupon had been rejected for purposes of audit no frauds of the character theretofore practiced were brought to light.

LIMIT TO THREE MONTHS THE LIFE OF A MONEY ORDER.

In my last annual report I recommended that legislation be enacted limiting the life of the money order to three months from the last day of the month of issue, instead of twelve months as now provided by law. I see no reason why that recommendation should not be renewed. This limitation of the life of a money order, with the transmittal of all invalid advices to the Auditor as required by law, would render possible a correct and practically current audit of money-order accounts. This statement is now reenforced by the fact that under the new system the advice of an invalid order is a facsimile of the original order as issued and may be used in checking the debit entries of missing orders. Since the order has not been and can no longer be presented for payment, unless the advice is sent to the Auditor the entry of the order on the debit side of a money-order statement must forever remain unverified. The postmaster's unsworn statement of the amount is all the evidence in possession of the Auditor. There are really no imperative reasons of public convenience for permitting a money order to remain outstanding for more than one year before declaring it invalid, the distinction being noted that an invalid order is not a void order. An invalid order may be paid at any time by warrant upon the Treasury, upon proper application to the Auditor through the office of the First Assistant Postmaster-General. The warrant thus issued is valid for three years, and no fee is exacted for its issuance. Therefore, if the payee of a money order desires to use the money-order system as a savings bank, converting the order into a warrant imposes no hardship. It becomes a decided advantage, as the warrant thus drawn is valid for three years and may be renewed indefinitely by the issuance of other warrants in succession. The average life of a money order, as determined by actual tests in this office, is seven and a half days. It is, therefore, apparent that the injury to be caused to the money-order system by limiting the legal life of a money order to three months from the last day of the month of issue is infinitesimal. It is hoped that Congress will relieve this office of one of its greatest elements of embarrassment in adjusting money-order accounts by the legislation herein suggested.

REDUCTION IN SUIT CASES.

The annual report for June 30, 1897, shows the amount then in suit to be $622,146.77. The present report shows the amount now in suit to be $388,792.18, a reduction of $233,354.59 within eighteen months, of which reduction $84,707.79 was made during the fiscal year ended June 30, 1899.

This great reduction has only been accomplished by persistent efforts directed against judgment debtors, through the several district attorneys and United States marshals, augmented by the efficient corps of post-office inspectors, several of whom have been called upon to assist in the collection of amounts due, after judgment has been obtained and "nulla bona" returned on execution, with no small degree of success.

The proposed revision of the Postal Laws and Regulations, now being compiled by the Post-Office Department, afforded an opportunity to suggest several amendments to the rules now in force, all of which have been prepared and transmitted, and which, if adopted, will greatly facilitate the work of this bureau.

The law requires that all fines and penalties imposed for the violation of the postal laws be deposited, when collected, to the credit of postal

and otherwise; hence it is impossible to tell if the amounts collected are correctly deposited. It is proposed to establish a criminal record similar to the civil record of suits now kept, in which all criminal suits instituted shall be entered and the amounts of the fines or penalties imposed.

This is especially necessary since the criminal code has been largely extended by the commission of criminal codification, whose report on the subject of postal laws has been made. When a fine is imposed it becomes a debt due to the Post-Office Department, and the Auditor is charged with the duty of collecting all debts due that Department. This record can only be established by the cooperation of the Post-Office Department through its inspectors, which it is believed will be readily granted.

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED TO SEPTEMBER 30, 1899.

ACCOUNTS OF RUFUS B. MERCHANT, DISBURSING CLERK, POST-OFFICE DEPARTMENT.

Receipts.

Sales of post-route maps	$2,367.90

Disbursements.

Appropriations.	Fiscal years.				Total.
	1896 and prior.	1897.	1898.	1899.	
Salaries			$252.20	$782,299.29	$782,551.49
Post-route maps			4,646.87	14,591.74	19,238.61
Official postal guide			531.98	20,111.33	20,643.31
Postage				550.00	550.00
Rent of buildings			250.00	25,500.00	25,750.00
Stationary			430.19	6,767.23	7,197.42
Fuel			2,751.77	6,170.37	8,922.14
Lights			259.14	4,376.39	4,635.53
Plumbing and light fixtures			2.68	258.79	261.47
Telegraphing	$89.08	$680.51	2,656.15	2,443.63	5,869.37
Painting			215.38	72.34	287.72
Carpets			874.60	1,327.18	2,201.78
Furniture			230.47	1,696.20	1,926.67
Horses and wagons			9.12	778.11	787.23
Hardware			8.85	164.16	173.01
Miscellaneous items			1,882.09	7,577.11	9,459.20
Total	89.08	680.51	15,001.49	874,683.87	890,454.95

ACCOUNTS CERTIFIED FOR PAYMENT.

Deficiency in the postal revenues	$7,902,040.58
Payment to the Mobile and Ohio Railroad Company for transporting the mails	31,908.46
Relief of James C. Rudd	600.00
Payment to Twyman O. Abbott	5,100.00
Relief of Benjamin F. Jones, late postmaster, Beauregard, Miss.	97.00
Reimbursement to George W. McKinsey, postmaster at Kokomo, Ind.	620.20
Payment to the administrator of the estate of William Moss, deceased.	14,000.00
Total	7,954,366.24

REPAYMENTS TO THE TREASURY.

Deficiency in the postal revenues	$31,729.31

PACIFIC RAILROAD ACCOUNTS.

Amount certified to the credit of aided Pacific railroads for transportation of the mails	$696,941.97

OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1899, from late postmasters, and the actual damages due from failing contractors, late contractors, and failing bidders, on account of the fiscal year 1898 and prior years, was $454,619.38, divided as follows:

Late postmasters:	
Postal account	$111,710.24
Money-order account	66,830.34
Failing bidders and late and failing contractors	276,078.80
Total	454,619.38

Suit has been instituted for $387,944.06 of the above indebtedness, leaving $66,675.32 otherwise in the process of collection.

Within the past year 10,851 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The amount of the balances outstanding on account of the fiscal year 1899 is $65,392.05, viz:

Late postmasters:	
Postal account	$7,324.15
Money-order account	11,390.84
Failing bidders and failing contractors	46,677.06
Total	65,392.05

Of the 1899 indebtedness suit has been brought for $848.12, leaving the sum of $64,543.93 otherwise in the process of collection.

RECAPITULATION.

Amount due on account of fiscal year 1898 and prior years	$454,619.38
Amount due on account of fiscal year 1899	65,392.05
Total	520,011.43
Amount for which suit has been instituted	388,792.18
Otherwise in process of collection	131,219.25

COLLECTIONS BY SUIT.

The following table shows the number and amount of cases submitted to the Department of Justice for suit during the past fiscal year:

Account.	Number.	Amount.
Postal	26	$5,909.41
Money-order	3	5,311.50
Mail-service	1	6,000.00
Total	30	17,220.91

The amount collected by legal proceedings on postal, money-order, and mail-service accounts, including interest at 6 per cent, was $28,934.06, and exceeds the excellent record established last year by $6,927.76. When it is remembered that in every case extraordinary efforts are made through the different divisions, aided by post-office inspectors, to collect the amount due on these respective accounts before submitting the cases for suit, it is gratifying, indeed, to present such a report.

The following is a list of the accounts of late postmasters, failing contractors, late contractors, and failing bidders, with the balances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1899:

Suits pending June 30, 1899.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	ALABAMA.					
Money order	W. A. McCreless	Late postmaster	Albertville	$295.39	1886	Judgment.
Postal	James T. Tramel	do	Allsup	584.81	1883	Do.
Do	do	do	do	712.66	1887	Do.
Do	Joseph Presley	do	Andalusia	67.39	1868	Do.
Do	J. T. Pence	do	Ballfist	1,648.97	1885	Do.
Do	Mary J. Wilkins	do	Bay Minette	57.62	1894	Pending.
Do	do	do	do	36.79	1897	Do.
Do	H. J. Winn	do	Birmingham	401.79	1887	Judgment.
Do	Warren E. Durham	do	Blackoak	29.57	1893	Do.
Do	J. J. Scroggin	do	Coloma	682.04	1885	Do.
Do	C. W. Dustan	do	Demopolis	441.49	1873	Do.
Do	John T. Keyton	do	Dothen	49.48	1892	Do.
Do	Mary C. Marrs	do	Eastlake	71.05	1891	Do.
Do	do	do	do	327.88	1893	Pending.
Money order	do	do	do	520.70	1893	Do.
Postal	John J. Haney	do	Eldridge	12.38	1892	Judgment.
Do	Henry Atkinson	do	Gnatville	828.62	1885	Do.
Do	Jacob Greenwald	do	Hamburg	48.72	1880	Do.
Do	Daniel McRay	do	Harpersville	245.70	1879	Do.
Do	do	do	do	804.09	1885	Do.
Do	do	do	do	106.88	1887	Do.
Do	John L. Shank	do	Houston	80.11	1880	Do.
Do	John W. Davison	do	Lovan	63.77	1891	Do.
Money order	do	do	do	420.58	1891	Do.
Postal	George W. Brown	do	Marion	473.82	1870	Do.
Do	William I. Speakman	do	Nobusiness	65.72	1895	Pending.
Do	Jacob Black	do	North Birmingham	148.13	1896	Do.
Money order	do	do	do	381.65	1896	Do.
Postal	Gilbert Gay	do	Roanoke	2.91	1893	Do.
Money order	do	do	do	181.06	1893	Do.
Mail service	Willard W. Harris	Failing bidder	Two routes	106.27	1891	Do.
Do	D. L. James	Failing contractor	One route	1,300.31	1880	Judgment.
Do	Joseph T. Stephens	Failing bidder	One route	269.32	1891	Do.
	Total			11,467.67		
	ALASKA.					
Postal	Charles H. Edwards	Late postmaster	Douglas	76.48	1891	Pending.
Money order	do	do	do	643.35	1891	Do.
	Total			719.83		

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	ARIZONA.					
Postal	George Marks	Late postmaster	Allen	$31.50	1886	Judgment.
Do	Harry Lewis	do	Contention	159.18	1886	Do.
	Total			190.68		
	ARKANSAS.					
Postal	Jacob J. Applegate	Late postmaster	Gurdon	94.01	1882	Judgment.
Do	Addie E. Jordon	do	Hollywood	300.76	1895	Do.
Do	Jackson J. Casey	do	Oark	45.64	1896	Do.
Do	James B. Core	do	Plum Bayou	30.26	1892	Do.
Mail service	Joseph G. Bell	Failing contractor	Thirteen routes	2,199.09	1887–88	Do.
Do	Eugene L. Fisher	do	One route	12,296.47	1877	Do.
Do	George S. Scott	do	Seven routes	436.15		Do.
	Total			15,402.38		
	CALIFORNIA.					
Money order	William M. Vickrey	Late postmaster	Copperopolis	642.75	1895	Judgment.
Postal	Willis W. Masters	do	Pasadena	108.93	1891	Pending.
Do	John A. Leach	do	Uncle Sam	46.98	1864	Judgment.
Do	Elzy Morgan Paul	do	Upperlake	94.79	1888	Do.
Mail service	Peter Fort	Failing bidder	One route	108.85	1892	Do.
Do	H. J. Langdon	Failing contractor	Three routes	2,853.60	1889	Do.
Do	C. C. Morse	do	Nine routes	12,637.70	1889–90	Do.
Do	A. H. Tevis	do	Nineteen routes	6,823.16	1881	Pending.
	Total			23,316.76		
	COLORADO.					
Postal	Ambrose Bray	Late postmaster	Central City		1894	Pending.
Money order	Edgar H. Cooper	do	Cortez	1,798.93	1893	Judgment.
Postal	William H. Gowdy	do	Fremont	49.57	1891	Do.
Do	do	do	Morland	24.07	1892	Do.
Do	do	do	Cripplecreek	250.05	1893	Do.
Do	do	do	Fremont	631.61	1892	Do.
Do	James E. Evans	do	Fort Logan	11.39	1897	Do.
Money order	do	do	do	335.70	1897	Do.
Postal	John S. Lafferty	do	Georgetown	1,058.58	1869	Do.
Do	do	do	do	1,035.46	1868	Do.
Money order	Michael B. Downey	do	Globeville	1,015.40	1895	Pending.

Postal	James G. Sheek	do	Parrott	171.21	1885	Judgment.
Money order	John S. Wheeler	do	Platteville	143.06	1889	Do.
Mail service	Perley and Walter Wason	Failing contractor	One route	3,069.53	1885	Pending.
Do	Wash. T. Bennett	do	Thirty-one routes	30,698.61	1885–86	Do.
	Total			40,293.17		
	DISTRICT OF COLUMBIA.					
Mail service	Albert E. Boone	Failing contractor	Two routes	326.60	1879	Judgment.
Do	J. B. Colegrove	do	Eighteen routes	4,212.19	1891–93	Do.
Do	C. C. Frayser	do	Thirteen routes	3,605.82	1880	Do.
Do	W. W. Hall	do	Seven routes	1,847.02	1892–93	Do.
Do	Charles E. McEuen	do	Two routes	489.79	1880	Do.
	Total			10,481.42		
	FLORIDA.					
Money order	Kirby A. Gaines	Late postmaster	Dunnellon	165.18	1895	Judgment.
Do	J. C. Emerson	do	Fernandina	645.94	1874	Pending.
Postal	Edward H. Reed	do	Jacksonville	784.95	1871	Judgment.
Money order	do	do	do	813.94	1871	Do.
Postal	W. B. Saunders	do	Lake de Funiak	27.43	1884	Do.
Do	do	do	do	27.72	1884	Do.
Do	Alfred B. Osgood	do	Madison	719.49	1893	Do.
Money order	do	do	do	22.84	1893	Do.
Postal	J. M. Nall	do	Marysville	1,283.10	1885	Do.
Do	do	do	do	449.06	1888	Do.
Do	John Carlovitz	do	Milton	1,343.68	1885	Do.
Do	William Perkins	do	Moultrie	35.97	1887	Pending.
Do	Robert Meacham	do	Punta Gorda	177.85	1892	Judgment.
Money order	do	do	do	112.82	1892	Do.
Do	L. M. Moore	do	Sanford	220.92	1878	Do.
Postal	Charles R. Jenkins	do	Sneads	42.08	1895	Do.
Money order	do	do	do	10,784.02	1895	Do.
Postal	John C. Calhoun	do	Spring Warrior	693.48	1885	Do.
Do	James S. Fannin	do	West Wynnton	1,628.67	1885	Do.
Do	do	do	do	364.05	1887	Do.
Mail service	John W. Price	Late contractor	Four routes	198.46		Pending.
	Total			20,541.65		
	GEORGIA.					
Postal	Michael P. Suber	Late postmaster	Andersonville	753.45	1886	Pending.
Do	do	do	do	67.14	1886	Do.
Do	William T. Crane	do	Athens	123.88	1873	Judgment.
Do	James R. Folsom	do	Cecil	57.40	1897	Pending.
Do	Byrd Mobley	do	Evergreen	137.97	1898	Do.
Do	Andrew J. Dickson	do	Mershon	455.03	1890	Judgment.
Do	John B. Suttles, jr	do	Red Oak	504.18	1886	Pending.

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	GEORGIA—continued.					
Postal	John B. Suttles, jr	Late postmaster	Andersonville	$94.69	1887	Pending.
Do	Charles W. Ashley	do	Rochelle	19.99	1891	Judgment.
Money order	John B. Roberts	do	Sandersville	751.60	1893	Pending.
Postal	J. T. McLean	do	Stanfordville	511.69	1885	Judgment.
Do	Abner F. Holt	do	Valdosta	646.43	1894	Do.
	Total			4,123.45		
	IDAHO.					
Postal	Charles P. Tatro	Late postmaster	Bellevue	425.31	1883	Judgment.
	ILLINOIS.					
Postal	John L. Walsh	Late postmaster	South Chicago	777.94	1890	Judgment.
Mail service	James M. Blades	Failing contractor	Three routes	310.33	1879	Do.
	Total			1,088.27		
	INDIANA.					
Postal	Samuel S. Heiney	Late postmaster	Mooreland	5.87	1896	Pending.
Money order	do	do	do	457.70	1896	Do.
Postal	Furman Y. Brill	do	Riley	151.56	1893	Judgment.
Money order	James H. Clugage	do	Sullivan	.43	1894	Do.
	Total			615.56		
	INDIAN TERRITORY.					
Money order	William F. Weeks	Late postmaster	Hartshorne	5,019.19	1895	Judgment.
	IOWA.					
Postal	Nelson Huckins	Late postmaster	Brush Creek	22.40	1868	Judgment.
Do	Clarence S. Wilson	do	Pella	591.70	1866	Do.
Do	Robert E. Kearney	do	Sheldon	610.85	1897	Pending.
Do	do	do	do	42.90	1893	Do.
Mail service	Nathan Harvey	Late contractor	One route	176.07		Do.
	Total			1,443.92		

	KANSAS.					
Postal	Elijah L. Pierce	Late postmaster	Delta	$49.82	1880	Judgment.
Do	August Jaedicke	do	Hanover	527.49	1892	Do.
Do	Frank Mapes	do	Kansas City	9,163.56	1896	Do.
Do	Peter A. Becker	do	Kingman	257.54	1894	Do.
Do	John C. Gibson	do	Star Valley	1,940.93	1895	Pending.
Do	M. M. Wellman	do	Rosedale	24.00	1884	Judgment.
Mail service	R. N. Bennett	Failing contractor	Twenty-three routes	16,132.04	1889	Do.
Do	W. L. Bumgarner, I. C. Bumgarner, J. W. Hudson	Failing contractors	Seven routes	3,503.39	1889–90	Do.
Do	D. T. McFarland	Failing contractor	Twenty-one routes	12,062.32	1889	Do.
	Total			43,661.09		
	KENTUCKY.					
Postal	James B. Stallard	Late postmaster	Colly	28.10	1894	Pending.
Do	William T. Davis	do	Middlesboro	262.94	1894	Judgment.
Do	George E. Everett	do	Mount Sterling	1,632.49	1896	Do.
Money order	do	do	do	286.61	1896	Do.
Postal	Frank E. Schmuck	do	Saxony	169.80	1896	Pending.
Money order	do	do	do	49.02	1896	Do.
Mail service	J. N. Brafford	Failing contractor	Three routes	1,964.16	1881	Judgment.
Do	Calvin Caywood	do	One route	107.46	1879	Do.
Do	Chelf & Cogar	Failing contractors	do	720.05	1887	Do.
Do	D. W. Couger	Failing contractor	Nine routes	3,046.76	1887–89	Do.
Do	A. K. Cook	do	Sixty-eight routes	12,435.01	1880	Do.
Do	William Craft	Failing bidder	One route	51.55		Do.
Do	Parks B. Engle	Failing contractor	do	100.96	1879	Do.
Do	Edgar H. Gaither	Late contractor	Four routes	318.06		Do.
Do	James T. Gibson	Failing contractor	Fifty-six routes	10,684.15	1880	Do.
Do	Hiram Hogg	do	Thirty-one routes	9,034.80	1891	Do.
Do	J. W. Jones	do	Three routes	341.60	1887–90	Do.
Do	Glass & Goodin	Failing contractors	Nineteen routes	2,960.20	1880–81	Do.
Do	J. V. Lovelace	Failing contractor	Three routes	786.50		Do.
Do	John W. Reeder	do	One route	607.07	1878	Do.
Do	A. L. Reid	do	Eleven routes	4,235.96	1887–88	Do.
Do	James R. Sawyer	do	Seven routes	176.68	1881	Do.
Do	E. E. & J. R. Sawyer	Failing contractors	Two routes	339.63	1879	Do.
Do	Stewart Wyatt	Failing contractor	One route	3.87	1879	Do.
Do	Thomas J. Wyatt	do	Eight routes	2,579.59	1880–81	Do.
	Total			52,923.62		
	LOUISIANA.					
Postal	Thomas J. Chandler	Late postmaster	Ada	52.65	1895	Pending.
Do	Cyrus H. Gates	do	Hanks Mill	86.72	1896	Do.

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	LOUISIANA—continued.					
Money order	Charles Leroy	Late postmaster	Natchitoches	$1,957.32	1872	Judgment.
Postal	Young C. Palmer	do	Sandy Creek	377.38	1895	Pending.
Do	do	do	do	166.69	1897	Do.
	Total			2,640.76		
	MARYLAND.					
Postal	James H. Frazier	Late postmaster	St. Leonards	85.80	1894	Judgment.
Do	Basil H. Betts	do	Woodbine	100.12	1889	Do.
	Total			185.92		
	MICHIGAN.					
Money order	William C. Simmons	Late postmaster	Hesperia	2,384.31	1893	Judgment.
Postal	John E. Mannering	do	Ingalls	208.31	1891	Pending.
Do	J. M. McKinley	do	St. James	65.21	1861	Do.
Do	T. W. Hastings	do	Zilwaukee	130.40	1866	Judgment.
Mail service	Emery F. Califf	Failing contractor	One route	1,397.30	1878	Do.
	Total			4,275.53		
	MINNESOTA.					
Postal	Mathias Snyder	Late postmaster	Germania	379.97	1881	Judgmen
Do	Joseph Buttweiler	do	New Munich	24.20	1886	Do.
Do	James B. Summer	do	Pillager	58.55	1895	Do.
Do	Charles A. Peterson	do	Thomson	3.16	1896	Do.
Money order	do	do	do	387.55	1896	Do.
Mail service	J. H. Sugden	Late contractor	One route	49.32		Do.
	Total			902.84		
	MISSISSIPPI.					
Postal	William H. Gibbs	Late postmaster	Jackson	3,720.01	1893	Judgment.
Do	C. M. Baskin	do	Hazlehurst	401.74	1870	Do.
Mail service	Jordan Magee	Failing contractor	Three routes	562.44	1879	Do.
Do	J. H. Packwood	do	Five routes	1,156.43	1879	Do.
Do	James Robinson	do	Two routes	395.07	1879	Do.
	Total			6,235.69		

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	NEW YORK.					
Postal	Joseph Hegeman	Late postmaster	Bayville	$323.29	1894	Judgment.
Money order	do	do	do	1,291.43	1894	Do.
Do	C. H. Kennard	do	Chauncey	2,320.18	1894	Do.
Postal	Beriah Wilber	do	Indian Lake	210.57	1884	Do.
Do	do	do	do	208.04	1885	Do.
Do	Aaron L. Christy	do	Nyack	2,700.00	1880	Pending.
Money order	Peter F. Vaupel	do	Wakefield	601.30	1893	Do.
Postal	John H. McVean	do	West Haverstraw	132.63	1896	Do.
Mail service	Thomas J. Crouch	Failing contractor	Two routes	728.32		Judgment.
Do	J. W. McCullah	do	Six routes	1,331.18	1880–81	Pending.
	Total			9,846.94		
	NORTH CAROLINA.					
Postal	John Q. A. Henry	Late postmaster	Allreds	119.33	1894	Judgment.
Do	Thomas W. Tatham	do	Andrews	192.75	1894	Do.
Do	George W. Cannon	do	Asheville	3,444.16	1893	Pending.
Do	Anton Ebert	do	Bannermans	81.88	1893	Judgment.
Do	Mrs. Ann E. Cherry	do	Bay River	83.58	1875	Do.
Do	Robert E. McDonald	do	Charlotte	3,387.01	1876	Do.
Money order	do	do	do	983.97	1876	Do.
Do	do	do	do	105.54	1875	Do.
Postal	Thomas McD. Todd	do	Clarendon	44.45	1876	Do.
Do	Neill C. Hall	do	Clarkton	59.56	1893	Do.
Money order	do	do	do	88.08	1893	Do.
Postal	John E. Wilcox	do	Debruhls	557.28	1896	Do.
Do	Medora H. Thompson	do	Horse Cove	678.88	1894	Do.
Do	C. C. Bryson	do	Judson	31.98	1895	Do.
Do	do	do	do	173.01	1895	Do.
Money order	Joseph Edgerton	do	Kenly	300.21	1894	Do.
Postal	do	do	do	38.47	1894	Do.
Do	Owen S. Lanier	do	Lanier	37.96	1893	Do.
Money order	Samuel B. Snell	do	Mackey Ferry	165.18	1893	Do.
Postal	John O. Griffith	do	Micaville	80.41	1889	Do.
Do	Hezekiah Cooke	do	Oberlin	206.72	1894	Do.
Money order	do	do	do	116.23	1894	Do.
Postal	John Washington Sanders	do	Ocean	122.54	1896	Pending.
Do	Kilby F. Pringle	do	Peletiers Mills	279.34	1896	Judgment.
Do	Israel D. Hargett	do	Rockymount	411.65	1899	Pending.
Money order	do	do	do	436.47	1899	Do.
Postal	Jane Horton	do	Scottville	35.69	1892	Judgment.
Do	Mary E Swing	do	Smith Grove	158.18	1896	Do.

Do	Frank Davis	do	Southport	51.69	1893	Pending.
Money order	do	do	do	337.08	1893	Do.
Postal	Columbus M. Mills	do	Tryon	309.50	1895	Judgment.
Money order	do	do	do	473.60	1895	Do.
Postal	John F. Jacobs	do	West	129.92	1895	Pending.
Do	George Z. French	do	Wilmington	367.63	1894	Judgment.
Mail service	James J Horton	Failing contractor	Two routes	262.54	1883	Do.
Do	John F. Logan	do	Eight routes	2,644 52	1884	Do.
Do	R. G. Winn	do	Seven routes	487 55	1888	Do.
	Total			17,493.54		
	NORTH DAKOTA.					
Postal	Orson L. Freeman	Late postmaster	Grand Fork	23.23	1875	Judgment.
Do	Joseph J. Hughes	do	Fargo	918.66	1898	Pending.
	Total			941.89		
	OKLAHOMA.					
Postal	Thomas J. Mann	Late postmaster	Cleveland	198.48	1894	Judgment.
Do	do	do	do	147.20	1895	Do.
Do	do	do	do	411.42	1895	Do.
Do	Joshua Copeland	do	Waynoka	40.23	1894	Do.
Do	do	do	do	14.58	1895	Do.
Do	William Hofman	do	Taloga	17.61	1895	Pending.
Money order	do	do	do	210.84	1895	Do.
Postal	do	do	do	37.96	1896	Do.
Money order	do	do	do	96.64	1896	Do.
	Total			1,174.96		
	OHIO.					
Mail service	L. F. Sturtevant	Failing contractor	Three routes	1,390.94	1889	Judgment.
	OREGON.					
Postal	William Griffith	Late postmaster	Crown Rock	70.78	1892	Judgment.
Do	Joseph Bassett	do	New Bridge	24.85	1888	Do.
	Total			95.63		
	PENNSYLVANIA.					
Money order	John Breen	Late postmaster	Gladwyne	1,103.93	1893	Pending.
Postal	Samuel Ware	do	Kensington	2,239.00	1862	Judgment.
Do	Isaac F. Tillinghast	do	Laplume	89.41	1891	Pending.
Do	do	do	do	352.46	1893	Do.
Do	John O'Brien	do	Pencoyd	147.71	1895	Judgment.
Do	Robert T. Perry	do	Ringgold	361.25	1885	Do.

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	PENNSYLVANIA—continued.					
Postal	John T. Ives	Late postmaster	Thurlow	$830.63	1897	Judgment.
Money order	do	do	do	801.02	1897	Do.
Mail service	J. Frank Boyer	Failing contractor	One route	789.99	1880	Do.
	Total			6,715.40		
	SOUTH CAROLINA.					
Postal	Aaron G. Varn	Late postmaste	Bamberg	62.48	1891	Judgment.
Do	Samuel B. Dolly	do	Brick House	613.69	1894	Do.
Do	Jabez J. Sanders	do	Delemars	43.47	1892	Do.
Do	Peter W. Drawdy	do	Drawdys	38.83	1894	Do.
Do	Hattie A. Osborn	do	Warrick	400.66	1898	Pending.
Do	Courtney Warrick	do	do	135.52	1896	Judgment.
	Total			1,294.65		
	SOUTH DAKOTA.					
Postal	J. W. C. White	Late postmaster	Carbonate	36.44	1883	Judgment.
Money order	do	do	do	968.04	1888	Do.
Postal	C. H. McIntyre	do	Yankton	502.40	1874	Do.
Mail service	Albert T. Hanson	Failing contractor	One route	538.07	1889	Do.
	Total			2,044.95		
	TENNESSEE.					
Postal	William M. King	Late postmaster	Clairfield	126.71	1895	Judgment.
	TEXAS.					
Postal	J. Robert Brown	Late postmaster	Brownwood	114.70	1879	Judgment.
Money order	Charles M. Norton	do	Calvert	33.10	1892	Do.
Do	do	do	do	1,108.50	1893	Do.
Do	do	do	do	1,454.98	1895	Do.
Do	Milton T. Johnson	do	Center	578.07	1893	Pending.
Postal	Wilson W. Armitage	do	Goodrich	710.45	1896	Judgment.
Do	C. W. Clifton	do	Greenwood	39.37	1890	Do.
Do	F. W. Rhinehart	do	Groesbeck	541.98	1872	Do.
Do	John W. Tompkins	do	Ironwood	79.29	1873	Do.
Do	Enos C. England	do	Kaufman	194.96	1885	Do.
Money order	do	do	do	1,536.24	1885	Do.

Postal	Champion Cowan	do	Lockhart	82.58	1873	Do.
Money order	Henry Andrews	do	Lyons	67.13	1893	Do.
Postal	Martha Armitage	do	Mariana	655.56	1896	Do.
Do	Henry T. Robertson	do	Percilla	418.08	1897	Do.
Do	J. W. Vining	do	Rusk	127.06	1873	Do.
Do	Fred C. Bauman	do	Sumpter	46.84	1872	Do.
Do	William L. Calbreath	do	do	123.22	1871	Do.
Do	Philip T. Ball	do	Sunset	80.25	1885	Do.
Money order	do	do	do	5,466.67	1885	Do.
Do	O. J. Posey	do	Sweetwater	30.56	1886	Do.
Do	J. F. Rasberry	do	Tyler	293.48	1873	Do.
Mail service	H. F. Dunson	Failing contractor	Six routes	1,301.86	1886	Do.
Do	J. T. Witt	do	Two routes	2,414.18		Do.
	Total			17,499.11		
	UTAH.					
Postal	Ida Jones	Late postmaster	Manti	72.88	1888	Judgment.
	VIRGINIA.					
Postal	William H. White	Late postmaster	Bremobluff	78.99	1891	Judgment.
Do	Joseph Kiser	do	Brumfield	240.49	1895	Pending.
Do	do	do	do	45.37	1897	Do.
Do	Wells Blevin	do	Greencove	10.80	1894	Do.
Do	L. D. McMillion	do	Macks Gap	778.91	1890	Judgment.
Do	Ulysses T. Jones, sr	do	Mattoax	163.49	1895	Pending.
Do	do	do	do	189.95	1897	Do.
Do	Paulina A. Lumpkins	do	Neva	860.46	1895	Do.
Do	do	do	do	385.54	1897	Do.
Mail service	Luther Lewis	Failing contractor	One route	482.34	1892	Judgment.
Do	Samuel McArthur	do	Fourteen routes	4,003.13	1892	Do.
	Total			7,239.47		
	WASHINGTON.					
Postal	Phineas M. Annis	Late postmaster	Alderton	2.49	1894	Pending.
Do	F. E. Scriver	do	Boundary	138.15	1895	Judgment.
Money order	do	do	do	1,521.12	1895	Do.
Postal	Sadie Young	do	Deep Creek Falls	46.13	1891	Do.
Do	John Martin	do	Rochester	584.64	1894	Pending.
Money order	Julius C. Lovejoy	do	Ruby	853.21	1894	Judgment.
Postal	James P. Austin	do	Shuwah	58.90	1896	Do.
Do	Duncan A. McBath	do	Snohomish	256.82	1893	Pending.
Do	Arthur J. Shaw	do	Spokane	10,902.19	1894	Judgment.
Money order	do	do	do	478.49	1894	Do.
Postal	Marcus De L. Hamilton	do	Sunnydale	44.62	1896	Do.
Mail service	C. C. McCoy	Failing contractor	Twelve routes			

Suits pending June 30, 1899—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	WEST VIRGINIA.					
Postal	Boyd E. Lusk	Late postmaster	Brier	$41.37	1894	Judgment.
Do	L. A. Rader	do	Clifton	78.82	1874	Pending.
Do	John A. Howell	do	Diana	28.35	1893	Judgment.
Do	Henry C. Ross	do	Elkhorn	623.20	1893	Do.
Money order	do	do	do	1,165.38	1893	Do.
Postal	Job W. Parsons	do	Job	21.34	1897	Do.
Do	C. A. M. Meadows	do	Kanawha City	268.48	1892	Do.
Do	do	do	do	81.46	1893	Do.
Do	Crockett D. Morgan	do	Morgan Valley	567.76	1896	Do.
Do	J. D. Shumate	do	Oceana	123.99	1880	Do.
Do	James W. Hunter	do	Peachtree	44.69	1895	Pending.
Do	Nathan L. Bartlett	do	Simpson	205.96	1893	Do.
Mail service	John A. Hauver	Failing contractor	One route	463.91	1892	Do.
	Total			3,714.71		
	WISCONSIN.					
Money order	Edwin L. Hinchliff	Late postmaster	Hawthorne	55.47	1896	Judgment.
Postal	J. A. Wood	do	Hurley	1,275.88	1888	Do.
Money order	Otto A. Risum	do	Pulcifer	78.00	1894	Pending.
Postal	Joseph D. Couan	do	Superior	213.90	1897	Judgment.
Do	Joseph W. Herman	do	Wallace	72.07	1895	Pending.
	Total			1,695.32		
	WYOMING.					
Postal	Rome Maffitt	Late postmaster	Almond	171.97	1891	Judgment.
Do	William M. Masi	do	Cheyenne	2,624.14	1893	Conditional relief granted by Congress.
	Total			2,796.11		

Total amount in suit June 30, 1899, $388,792.18.

Respectfully,

HENRY A. CASTLE,
Auditor.

The SECRETARY OF THE TREASURY.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1899.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 2, 1899.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this Bureau for the fiscal year ended June 30, 1899.

In my annual report for the preceding year a number of suggestions and recommendations were submitted, the adoption of which it was believed would prove helpful to this office, and for the benefit of the public service. Of the improvements therein alluded to and recommended the change in form of the money order has already gone into effect. The other suggestions, some of which require legislation, have not as yet been favorably acted upon.

I beg leave to respectfully renew the recommendations then made, relating to advices of invalid money orders, transfer of money-order funds to credit of Post-Office Department, change of regulations in regard to signatures to money orders, and a change in the limit to the life of money orders.

In addition thereto I beg leave to call attention to another subject of great importance to the convenient transaction of the business of this Bureau.

APPROPRIATIONS FOR COMPENSATION OF POSTMASTERS.

I would urgently recommend that future estimates for the annual appropriation for compensation of postmasters be made large enough to cover the probable expenditures. The estimate should even be liberal. Larger appropriations will not cause more expenditures, as the compensation is fixed by law, and can neither be increased nor decreased except by act of Congress. When there is a deficiency at the end of any fiscal year credits subsequently found due postmasters on account of compensation can only be made "subject to an appropriation by Congress," and the accounts of all such postmasters are necessarily suspended awaiting legislative action. This entails a very large amount of extra labor on this office and delays the final settlement of a very large number of postmasters' accounts until a deficiency appropriation can be made. This delay is vexatious to postmasters, causing much correspondence and in many ways impeding the public service.

The following table shows the growing deficiencies made necessary by inadequate annual appropriations for compensation of postmasters:

Fiscal year.	Amount appropriated.	Amount expended.	Deficiency.
1899	$16,750,000.00	$18,223,506.81	$1,473,506.81
1898	16,750,000.00	17,453,433.58	703,433.58
1897	16,250,000.00	16,908,384.55	658,384.55
1896	16,000,000.00	16,561,181.10	561,181.10
1895	16,000,000.00	16,079,508.40	79,508.40

It will be noticed that the deficiency in five years has grown from $79,508.40 to $1,473,506.81. The appropriation for the fiscal year 1900 is $17,000,000, which is $1,223,506.81 less than was expended in 1899, and it is fair to assume that the deficiency for the fiscal year 1900 will be nearly if not fully $2,000,000.

EXPANSION OF SERVICE—REDUCTION OF DEFICIENCY.

In my report to the honorable the Secretary of the Treasury, a copy of which accompanies this, attention has been called to the steady increase of business in all branches of the postal service. For the first time in the history of the Government the annual expenditures during the fiscal year under review exceeded $100,000,000, a figure which covers substantially an increase in every one of the very numerous items for which expenditures are made under the complicated system administered by you. The increased expenditures have, however, been marked by a proportionally still greater increase in revenues, so that the deficiency for the fiscal year is more than $2,000,000 less than for that next preceding.

It is a pleasure for the responsible heads of this Bureau to record that the more stringent rules and methods of accounting adopted during the year just closed have been cordially acquiesced in and, in some cases, originally proposed by the Post-Office Department.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1899.

Postal revenue of the year ended June 30, 1899		$95,021,384.17
Expenditures		101,435,269.99
Excess of expenditures over revenue		6,413,885.82
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 6 of the act approved June 13, 1898 (Stat. L., vol. 30, p. 445)		6,000,000.00
Excess of deficiency over grants		413,885.82
Amount of balances due from late postmasters on postal accounts closed by "Bad debts"	$2,454.55	
Amount of balances due from late postmasters on postal accounts closed by "Compromise debts"	3,304.52	
Amount of balances on postal accounts of late postmasters closed by "Judgments for defendants"	406.53	
Amount credited to postmasters and late postmasters for loss of postal funds by burglary, fire, etc	13,687 75	
Total	19,853.35	
Amount of balances due to late postmasters on postal accounts closed to "Suspense"	494.50	
Net loss		19,358.85
Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury		433,244.67

Service of the fiscal year 1898.

Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury, as shown by the report for the fiscal year 1898		$1,874,436.13
Expenditures		188,370.58
		2,062,806.71
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the act approved March 3, 1897 (Stat. L., vol. 29, p. 644)		1,900,000.00
Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury		162,806.71

Service of the fiscal year 1897.

Balance October 1, 1898		$63,035.18
Expenditures		6,341.84
Balance on account of fiscal year 1897		56,693.34

Service of the fiscal year 1896.

Balance October 1, 1898, being available for payments under appropriations contained in the deficiency acts approved July 19, 1897, and July 7, 1898		$46,699.36
Expenditures		116.40
Balance on account of fiscal year 1896		46,582.96

Service of the fiscal year 1895.

Balance October 1, 1898, being available for payments under appropriations contained in the deficiency act approved July 19, 1897		$19,241.16
Expenditures		0.00
Balance on account of fiscal year 1895		19,241.16

Service of the fiscal year 1894.

Balance October 1, 1898, being available for payments under appropriations contained in the deficiency act approved July 7, 1898		$31,299.79
Amount certified to the Postmaster-General, certificate No. 12399, and paid to the general Treasury by warrant No. 14775, Washington, dated February 10, 1899	$31,278.26	
Expenditures	21.53	
		31,299.79

Claims, 1896 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency act approved March 3, 1899.		$2,040.58
Expenditures		2,040.58

Claims, 1895 and prior years.

Balance available October 1, 1898		$11.41
Amount certified to the Postmaster-General, certificate No. 28699, and paid to the general Treasury by warrant No. 16754, Washington, dated May 8, 1899		11.41

Claims, 1892 and prior years.

Balance available October 1, 1898		$439.64
Amount certified to the Postmaster-General, certificate No. 28699, and paid to the general Treasury by warrant No. 16754, Washington, dated May 8, 1899		439.64

GENERAL REVENUE ACCOUNT.

Postal revenues for the fiscal year ended June 30, 1899		$95,021,384.17
Expenditures for the service of—		
1899	$101,435,269.99	
1898	188,370.58	
1897	6,341.84	
1896	116.40	
1894	21.53	
1896 and prior years	2,040.58	
Total expenditures		101,632,160.92
Excess of expenditures over revenue		6,610,776.75
Amount of loss by burglary, fire, bad debts, etc		19,358.85
Deficit for the fiscal year ended June 30, 1899		6,630,135.60
Grants from the general Treasury:		
Under postal act of March 3, 1897	$1,900,000.00	
Under postal act of June 13, 1898	6,000,000.00	
Under deficiency act of March 3, 1899	2,040.58	
Total grants	7,902,040.58	
Repayments to the general Treasury of excess of grants over actual deficiencies on account of—		
1892 and prior years	$439.64	
1895 and prior years	11.41	
1894	31,278.26	
Total repayments	31,729.31	
Net amount received from the general Treasury		7,870,311.27
Excess of net amount received from the general Treasury over deficit		1,240,175.67
Balance standing to the credit of the general revenue account September 30, 1898		1,720,254.44
Balance standing to the credit of the general revenue account September 30, 1899		2,960,430.11

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year, less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—	
September 30, 1898	$13,345,215.82
December 31, 1898	16,429,156.83
March 31, 1899	16,878,691.92
June 30, 1899	15,196,223.74
Total	61,849,288.31

The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—	
September 30, 1898	$73,363
December 31, 1898	73,820
March 31, 1899	74,112
June 30, 1899	74,444
Total	295,739

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold, was:

For the quarter ended—	
September 30, 1898	$19,534,019.21
December 31, 1898	22,803,437.16
March 31, 1899	23,356,796.19
June 30, 1899	21,586,401.45
Total	87,280,654.01

The amount of second-class postage collected from publishers and news agents was:

For the quarter ended—	
September 30, 1898	$851,803.54
December 31, 1898	892,219.96
March 31, 1899	888,603.66
June 30, 1899	894,405.10
Total	3,527,032.26

LETTER POSTAGE.

The amount of letter postage collected was		$98,031.38
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:		
Bermuda	$947.17	
British Honduras	866.59	
Canada	35,249.58	
Chile	1,834.50	
Costa Rica	4,036.35	
Hawaii	3,554.11	
Jamaica	835.73	
Japan	6,188.89	
Mexico	12,014.89	
New Zealand	29,912.29	
Portugal	374.23	
St. Lucia	23.64	
Switzerland	2,093.86	
		97,931.83
Balance collected by postmasters		99.55

BALANCES PAID FOREIGN COUNTRIES.

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1899:	
Austria	$1,613.24
Barbados	50.23
Belgium	19,522.73
Brazil	8,112.74
Bulgaria	928.81
Cape Colony	13,043.86
Curaçao	400.00
Denmark	13,577.29
Egypt	617.75
France	5,955.85
Germany	11,286.29
Great Britain	21,362.31
India, British	208.34
International Bureau	741.53
Italy	1,058.02
Netherlands	31,893.43
New South Wales	1,989.45
Norway	1,867.78
Servia	931.05
Straits Settlements	7.62
Sweden	3,501.63
Trinidad	116.25
Uruguay	1,314.95
Total	140,101.15



MAIL TRANSPORTATION.

The amount charged to "Transportation accrued" and placed to the credit of mail contractors and others for transportation during the fiscal year was:

For the regular supply of routes	$42,918,152.50	
For the supply of special offices	28,141.42	
For the supply of mail-messenger offices	907,668.25	
For pneumatic-tube service	189,487.16	
For salaries and expenses of railway post-office clerks	8,429,980.00	
For salaries and expenses of superintendents of the Railway Mail Service	119,541.06	
For freight, weighing the mails, and miscellaneous expenses	200,338.75	
		$52,793,309.14

FOREIGN MAIL TRANSPORTATION.

New York to Great Britain and Ireland and other countries beyond, via Great Britain	767,408.28	
New York to Great Britain and Germany and countries beyond	126,489.26	
New York, Boston, New Orleans, Baltimore, Philadelphia, Mobile, Key West, and San Francisco to West Indies, Mexico, Central and South America, etc	382,637.73	
New York to South Africa	.23	
Philadelphia, New York, Boston, Eastport, and Duluth to Newfoundland, Nova Scotia, New Brunswick, and Canada	8,904.34	
Boston to Great Britain and Ireland	7,742.95	
San Francisco and Tacoma to China, Japan, Farther India, Australia and South Sea Islands	230,120.64	
Upper Pacific coast	789.49	
Sea post-office service	29,122.81	
Amount paid to France	37,202.22	
Transfer service at New York	35,359.00	
Miscellaneous expenses	3,972.88	
		1,629,749.83
Total		54,423,058.97
The amount credited to "Transportation accrued" and charged to mail contractors for over credits, being for fines and deductions, was	234,967.29	
The amount of fines and deductions remitted was	7,494.36	
Net amount of fines and deductions		227,472.93
Net amount of "Transportation accrued"		54,195,586.04
The amount paid during the year was		53,331,557.95
Excess of "Transportation accrued"		864,028.09

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "inland mail transportation railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1899:		
Central Pacific Railway Company, aided	$488,919.17	
Sioux City and Pacific Railway Company, aided	12,209.50	
		$501,128.67
Use of postal cars, 1899:		
Central Pacific Railway Company, aided	93,459.54	
Sioux City and Pacific Railway Company, aided	2,353.76	
		95,813.30
Total		596,941.97

The following tables show in detail the transactions for the fiscal year ended June 30, 1899:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads.

No. 3.—Statement showing the condition of the account, with each item of the appropriation for the service of the Post-Office Department.

No. 4.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, office of the Postmaster-General."

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, First Assistant Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, Second Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, Third Assistant Postmaster-General."

No. 8.—Tabulation by States of the number of fourth-class post-offices according to the amount of postmasters' compensation.

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa.

No. 19.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to foreign countries, other than European, by steamship lines.

No. 20.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to countries other than European.

No. 21.—Statement showing the weight of foreign closed mails retransported by sea and the amount accruing to steamship companies for their conveyance.

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1899.*

Account.	Quarter ended—				Aggregate.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.	
Letter postage	$54,226.85	$4,781.94	$17,905.13	$21,117.46	$98,031.38
Second-class postage	851,803.54	892,219.96	888,603.66	894,405.10	3,527,032.26
Box rents and branch offices	671,802.30	678,446.64	684,464.77	691,844.33	2,726,558.04
Fines and penalties	2,895.47	6,986.06	8,043.86	13,116.03	31,041.42
Postage stamps, stamped envelopes, wrappers, and postal cards	19,534,019.21	22,803,437.16	23,356,796.19	21,586,401.45	87,280,654.01
Dead letters	2,676.39	5,118.50	2,524.58	2,785.27	13,104.74
Revenue from money-order business	285,921.85	373,326.02	316,029.34	311,387.39	1,286,664.60
Miscellaneous	7,809.10	7,389.82	28,986.33	14,112.47	58,297.72
Total	21,411,154.71	24,771,706.10	25,303,353.86	23,535,169.50	95,021,384.17

No. 2.—*Statement exhibiting the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1899.*

Appropriations.	Quarters ended—				Expended on account of 1899.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1898.	Dec. 31, 1898.	Mar. 31, 1899.	June 30, 1899.			
Office of the Postmaster-General.							
Advertising	$576.49	$29.53	$442.05	$2,020.53	$3,068.60	$4.10	$3,072.70
Miscellaneous items		32.72	34.65	113.72	181.09		181.09
Office of the First Assistant Postmaster-General.							
Compensation to postmasters	4,389,176.59	4,561,953.77	4,685,228.07	4,587,148.38	18,223,506.81	3,720.16	18,227,235.97
Compensation to clerks in post-offices	2,747,955.45	2,788,487.84	2,772,404.65	2,786,706.37	11,095,554.31	3,081.26	11,098,635.57
Rent, light, and fuel for first, second, and third class offices	408,472.81	432,502.83	429,845.68	424,765.41	1,695,586.73	16,085.31	1,711,672.04
Miscellaneous items, including office furniture	51,270.42	40,443.31	36,715.43	46,702.10	175,131.26	2,664.58	177,795.84
Advertising at first and second class offices	4,570.66	4,968.74	4,707.06	5,272.13	19,518.59	2,886.69	22,405.28
Free delivery service	3,594,973.24	3,471,506.47	3,436,505.91	3,297,414.38	13,800,400.00	57,567.36	13,857,967.36
Experimental rural free-delivery service	23,825.55	28,527.04	43,845.71	53,781.39	149,979.69	250.35	150,230.04
Stationery for post-offices	17,801.49	11,041.40	18,532.88	7,505.80	54,881.57	7.50	54,889.07
Wrapping twine	27,439.13	23,556.02	20,940.67	18,064.13	89,999.95		89,999.95
Wrapping paper	3,820.00	7,346.75	9,500.00	12,686.68	33,353.43	11,147.15	44,500.58
Letter balances, scales, and test weights	5,462.00	50.20	130.25	1,771.98	7,414.43		7,414.43
Postmarking and rating stamps	7,444.61	6,979.61	7,293.47	5,257.29	26,974.98		26,974.98
Packing boxes, sawdust, etc	104.89	200.35	386.15	307.45	998.84	135.00	1,133.84
Printing facing slips, slide labels, etc	3,676.99	4,165.58	5,556.13	6,397.11	19,795.81	3,420.73	23,216.54
Canceling machines	16,734.74	19,547.48	20,970.34	23,184.11	80,436.67	1,895.18	82,331.85
Blanks, etc., for money-order service	17,780.81	26,278.07	28,249.75	27,244.23	99,552.86		99,552.86
Stamps and metal cutters for money-order service	472.16	881.33	626.09	520.42	2,500.00		2,500.00
Stationery and miscellaneous for money-order service	920.28	1,000.20	4,195.88	838.53	6,954.89	231.21	7,186.10
Payment of money orders more than one year old	8,082.86	9,255.06	9,411.31	20,054.94	46,804.17		46,804.17
Military postal service	35,164.41	54,519.85	54,544.05	55,771.69	200,000.00		200,000.00
Office of the Second Assistant Postmaster-General.							
Inland mail transportation, railroad	7,842,198.61	7,880,274.42	7,882,258.79	8,016,754.30	31,621,486.12	15,541.76	31,637,027.88
Inland mail transportation, railroad, special facilities, etc	46,415.41	44,259.47	43,236.61	42,992.46	176,903.95		176,903.95
Inland mail transportation, star	1,226,516.74	1,262,360.21	1,233,869.74	1,276,534.19	4,999,280.88	25,010.69	5,024,291.57
Inland mail transportation, steamboat	123,123.74	97,761.40	110,894.48	102,421.36	434,200.98	3,915.73	438,116.71
Inland mail transportation, electric and cable cars	56,165.05	56,413.98	82,976.53	60,128.63	255,684.19	30,996.40	286,680.59
Mail messenger service	223,485.58	223,118.57	227,016.32	234,047.78	907,668.25	1,890.77	909,559.02
Pneumatic tube service	43,628.17	47,809.19	49,008.15	49,041.65	189,487.16		189,487.16
Wagon service	181,690.63	183,184.45	180,444.62	180,843.03	726,162.73	300.00	726,462.73
Mail bags, and catchers	97,697.13	69,748.05	62,395.66	44,788.58	274,624.42	4,175.22	278,799.64
Mail locks and keys	9,267.29	10,001.64	11,021.24	12,105.72	42,395.89	181.55	42,577.44
Repair shop for mail bags	2,121.59	1,914.63	2,240.15	1,797.50	8,073.87		8,073.87
Railway post-office car service	967,626.03	976,257.91	1,001,185.53	1,015,884.39	3,960,953.86	3.04	3,960,957.50

Railway post-office clerks	2,079,524.27	2,089,920.29	2,108,200.13	2,152,335.31	8,429,980.00	681.19	8,430,661.19
Miscellaneous items	229.64	76.82	11.55	681.40	999.41	2.08	1,001.49
Transportation of foreign mails	222,603.05	431,265.40	461,620.93	514,260.36	1,629,749.83		1,629,749.83
Balance due foreign countries	23,057.26	14,401.25	102,642.64		140,101.15		140,101.15
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps	47,181.44	56,490.01	48,254.65	26,073.90	178,000.00		178,000.00
Distribution of postage stamps	2,689.93	2,715.86	2,765.40	2,919.12	11,090.31		11,090.31
Manufacture of stamped envelopes, etc	187,794.99	97,697.18	137,332.46	113,331.16	536,155.79	10.83	536,166.62
Distribution of stamped envelopes, etc	4,184.79	4,358.30	4,536.00	4,505.00	17,584.09		17,584.09
Manufacture of postal cards	39,739.02	40,787.30	34,783.75	27,476.33	142,786.40		142,786.40
Distribution of postal cards	1,283.21	1,585.00	1,636.00	1,571.17	6,075.38		6,075.38
Registered package, tag, official, and dead-letter envelopes	17,941.53	22,666.09	24,477.39	21,023.23	86,108.24	746.34	86,854.58
Ship, steamboat, and way letters	172.04	139.38	149.74	93.56	554.72		554.72
Payment of indemnities for loss by registered mail	18.00	50.60	69.43	16.00	154.03		154.03
Special delivery service	97,158.16	107,660.06	101,538.97	109,636.83	415,994.02	37.76	416,031.78
Miscellaneous items	10.00	11.50	97.25	3.00	121.75		121.75
Office of the Fourth Assistant Postmaster-General.							
Mail depredations and post-office inspectors	94,306.31	102,855.92	102,081.28	107,529.38	406,772.89	241.39	407,014.28
Payment of rewards		475.00	1,450.00	1,600.00	3,525.00	10,050.00	13,575.00
Total	25,003,555.19	25,319,529.12	25,608,261.57	25,503,924.11	101,435,269.99	196,890.93	101,632,160.92

No. 3.—*Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1899.*

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
Office of the Postmaster-General.			
Advertising	$5,000.00	$3,068.60	$1,931.40
Miscellaneous items	1,000.00	181.09	818.91
Postal laws and regulations	39,862.00		39,862.00
Office of the First Assistant Postmaster-General.			
Compensation to postmasters	16,750,000.00	18,223,506.81	[1]1,473,506.81
Compensation to clerks in post-offices	11,108,100.00	11,095,554.31	12,545.69
Rent, light, and fuel for first, second, and third class offices	1,704,000.00	1,695,586.73	8,413.27
Miscellaneous items, including office furniture	175,000.00	175,131.26	[1]131.26
Advertising at first and second class offices	20,000.00	19,518.59	481.41
Free delivery service	13,800,400.00	13,800,400.00	
Experimental rural free delivery service	150,000.00	149,979.69	20.31
Stationery for post-offices	55,000.00	54,881.57	118.43
Wrapping twine	90,000.00	89,999.95	.05
Wrapping paper	45,000.00	33,353.43	11,646.57
Letter balances, scales, and test weights	7,500.00	7,414.43	85.57
Postmarking and rating stamps	27,000.00	26,974.98	25.02
Packing boxes, sawdust, etc	1,000.00	998.84	1.16
Printing facing slips, slide labels, etc	20,000.00	19,795.81	204.19
Canceling machines	100,000.00	80,436.67	19,563.33
Blanks, etc., for money-order service	120,000.00	99,552.86	20,447.14
Stamps and metal cutters for money-order service	2,500.00	2,500.00	
Stationery and miscellaneous for money-order service	7,000.00	6,954.89	45.11
Payment of money orders more than one year old	46,804.17	46,804.17	
Military postal service	200,000.00	200,000.00	
Office of the Second Assistant Postmaster-General.			
Inland mail transportation, railroad	31,579,000.00	31,621,486.12	[1]42,486.12
Inland mail transportation, railroad, special facilities, etc	196,238.75	176,903.95	19,334.80
Inland mail transportation, star	5,095,000.00	4,999,280.88	95,719.12
Inland mail transportation, steamboat	465,000.00	434,200.98	30,799.02
Inland mail transportation, electric and cable cars	300,000.00	255,684.19	44,315.81
Mail messenger service	950,000.00	907,668.25	42,331.75
Pneumatic tube service	225,000.00	189,487.16	35,512.84
Wagon service	750,000.00	726,162.73	23,837.27
Mail bags and catchers	275,000.00	274,624.42	375.58
Mail locks and keys	48,000.00	42,395.89	5,604.11
Repair shop for mail bags	8,500.00	8,073.87	426.13
Railway post-office car service	4,000,000.00	3,960,953.86	39,046.14
Railway post-office clerks	8,467,000.00	8,429,980.00	37,020.00
Miscellaneous items	1,000.00	999.41	.59
Transportation of foreign mails	1,850,000.00	1,629,749.83	220,250.17
Balance due foreign countries	142,000.00	140,101.15	1,898.85
Office of the Third Assistant Postmaster-General.			
Manufacture of postage stamps	178,000.00	178,000.00	
Distribution of postage stamps	12,000.00	11,090.31	909.69
Manufacture of stamped envelopes, etc	800,000.00	536,155.79	263,844.21
Distribution of stamped envelopes, etc	17,800.00	17,584.09	215.91
Manufacture of postal cards	143,000.00	142,786.40	213.60
Distribution of postal cards	7,000.00	6,075.38	924.62
Registered package, tag, official, and dead-letter envelopes	100,000.00	86,108.24	13,891.76
Ship, steamboat, and way letters	1,000.00	554.72	445.28
Payment of indemnities for loss by registered mail	6,000.00	154.03	5,845.97
Special delivery service	415,994.02	415,994.02	
Miscellaneous items	500.00	121.75	378.25
Office of the Fourth Assistant Postmaster-General.			
Mail depredations and post-office inspectors	430,000.00	406,772.89	23,227.11
Payment of rewards	25,000.00	3,525.00	21,475.00
Total	100,963,198.94	101,435,269.99	1,044,053.14

[1] Expended by postmasters in excess of the appropriation.

No. 4.—*Statement, in detail, of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the Postmaster-General."*

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
Nov. 10	Clarence E. Dawson	For expenses incurred while traveling on official business during October, 1898.	$32.72
1899.			
Feb. 24	Frank A. Burrelle	For furnishing press clippings	3.92
Mar. 10	do	do	1.18
Mar. 11	Harrison J. Barrett	For expenses incurred while traveling on official business.	28.05
Apr. 17	The Automatic Telephone Exchange Co. (Limited).	For rental of one automatic telephone and switches from January 1 to March 31, 1899.	1.50
May 18	Harrison J. Barrett	For expenses incurred while traveling on official business.	53.44
June 9	Frank A. Burrelle	For furnishing press clippings	4.60
July 6	The New York Maritime Register.	For subscription from July 1, 1898, to June 30, 1899.	25.00
July 6	P. Musson	For subscription to the Evening Star, from November 15, 1898, to July 1, 1899.	3.32
July 8	Thomas P. Graham	For expenses incurred while traveling on official business during June, 1899.	8.45
July 12	J. O. Harmon	For subscription to the daily and Sunday Post, from November 15, 1898, to June 30, 1899.	4.55
July 12	The Journal of Commerce and Commercial Bulletin.	For subscription from July 1, 1898, to June 30, 1899.	12.00
Aug. 9	The Fourth Estate	For one year's subscription beginning July 1, 1898.	2.00
Aug. 19	Frank A. Burrelle	For 18 clippings furnished during the month of June, 1899.	.36
	Total		181.09

No. 5.—*Statement, in detail, of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the First Assistant Postmaster-General."*

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
Aug. 15	A. W. Machen	For expenses incurred while traveling with the Congressional Postal Commission.	$76.29
Sept. 16	Charles Hedges	For expenses incurred as assistant superintendent of free delivery service during July, 1898.	23.90
Sept. 16	do	For expenses incurred as assistant superintendent of free delivery service during August, 1898.	123.42
Oct. 20	August W. Machen	For expenses incurred while traveling on official business during September, 1898.	55.73
Oct. 20	do	For expenses incurred while traveling on official business during September and October, 1898.	53.23
Nov. 12	Charles Hedges	For expenses incurred while traveling on official business during September, 1898.	130.40
Dec. 24	do	For expenses incurred while traveling on official business during October, 1898.	136.85
Dec. 24	do	For expenses incurred while traveling on official business during November, 1898.	154.16
1899.			
Jan. 5	W. G. Edens	For expenses incurred while traveling on official business during August, 1898.	154.80
Jan. 10	do	For expenses incurred while traveling on official business during September, 1898.	150.14
Jan. 25	W. W. Valentine	For expenses incurred while traveling on official business during September and October, 1898.	151.97
Jan. 25	do	For expenses incurred while traveling on official business during November, 1898.	111.95
Jan. 25	do	For expenses incurred while traveling on official business during December, 1898.	90.80
Feb. 23	do	For expenses incurred while traveling on official business during January, 1899.	19.75
Feb. 25	W. G. Edens	For expenses incurred while traveling on official business during October, 1898.	160.36

No. 5.—*Statement, in detail, of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the First Assistant Postmaster-General"*—Continued.

PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1899.			
Mar. 9	W. G. Edens	For expenses incurred while traveling on official business during November, 1898.	$126. 37
Mar. 9	do	For expenses incurred while traveling on official business during December, 1898.	64. 63
Mar. 11	W. W. Valentine	For expenses incurred while traveling on official business during February, 1899.	116. 70
Mar. 11	Charles Hedges	For expenses incurred while traveling on official business during December, 1898.	129. 50
Mar. 11	do	For expenses incurred while traveling on official business during January, 1899.	132. 92
Mar. 24	do	For four days, at $4 per diem, and advances disbursed for expenses.	113. 15
Apr. 15	W. G. Edens	For twenty-five days, at $4 per diem, during March, 1899.	100. 25
Apr. 18	Charles Hedges	For thirty-one days, at $4 per diem, during March, 1899.	124. 25
May 9	do	For expenses as assistant superintendent of free-delivery system during April, 1899.	120. 25
May 11	W. G. Edens	do	120. 25
June 2	A. W. Machen	For expenses incurred while traveling on official business May 21 and 22, 1899.	10. 15
June 14	W. G. Edens	For expenses as assistant superintendent of free-delivery service during May, 1899.	124. 25
June 14	Charles Hedges	do	124. 25
July 5	do	For expenses as assistant superintendent of free-delivery service during June, 1899.	120. 25
July 7	W. G. Edens	do	120. 25
July 7	A. B. Hurt	For expenses as Commissioner of Court of Claims during May, 1899.	55. 50
July 24	do	For expenses as Commissioner of Court of Claims during June, 1899.	64. 35
Aug. 26	W. W. Valentine	For expenses incurred while traveling on official business during March, 1899.	109. 77
Aug. 29	do	For expenses incurred while traveling on official business during April, 1899.	109. 56
Aug. 29	do	For expenses incurred while traveling on official business during May, 1899.	96. 45
Aug. 29	do	For expenses incurred while traveling on official business during June, 1899.	84. 80
	Total		3, 771. 60

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as repairs, gas fixtures, telegrams, etc.:

Third quarter, 1898	$50, 807. 45
Fourth quarter, 1898	39, 426. 06
First quarter, 1899	35, 684. 13
Second quarter, 1899	45, 442. 02
	171, 359. 66
Amount paid by warrant	3, 771. 60
Amount paid and charged "Miscellaneous items, office First Assistant Postmaster-General"	175, 131. 26

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the Second Assistant Postmaster-General."*

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
July 30	Brentano's	For furnishing one copy of Statesman's Year-Book for 1898.	$3.00
Aug. 15	W. S. Shallenberger	For expenses incurred while traveling on official business during July and August, 1898.	223.74
Sept. 2	C. K. Judson	For ink, etc	2.50
Oct. 28	do	For furnishing 100 interleaving blotters for rotary neostyle.	.40
Oct. 29	H. V. & H. W. Poor	For furnishing one copy of Poor's Manual of Railroads for 1898.	7 50
Dec. 14	J. H. Crew	For expenses of J. H. Crew and J. H. Bolton in traveling to and attending sessions of Postal Commission, in Chicago, Ill.	54.75
Dec. 20	Keuffel & Esser Co	For repairing 1 only Odometer and furnishing one leather case for same.	4.80
1899.			
Jan. 10	W. S. Shallenberger	For expenses incurred while traveling on official business during December, 1898.	6.55
Jan. 20	The Railway Age	For subscription from July 1, 1898, to December 24, 1898.	1.92
Jan. 28	The Press Clipping Bureau	For furnishing clippings during November and December, 1898.	1.30
Feb. 17	Keuffel & Esser Co	For repairing 1 only Odometer	5.30
Feb. 25	W. Andrew Boyd	For furnishing 1 copy of Boyd's Directory of the District of Columbia, issue of 1899.	5.00
Mar. 24	Willard Fracker	For 200 impression sheets furnished for use on neostyle.	1.25
May 8	W. S. Shallenberger	For expenses incurred while traveling on official business during April and May, 1899.	35.35
June 17	Frank Moonan, treasurer National Railway Publication Co.	For furnishing 192 copies of Travelers' Official Railway Guide.	64.00
June 20	W. S. Shallenberger	For expenses incurred while traveling on official business from May 3 to June 9, 1899.	169.25
July 5	C. E. Stanton	For furnishing 1 and remodeling 2 typewriters	180.00
July 5	John C. Parker	For furnishing 19 S. and T. loose-sheet holders	22.80
July 5	Smith Premier Co	For furnishing 1 and remodeling 2 typewriters	210.00
	Total		999.41

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the Third Assistant Postmaster-General."*

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
July 9	A. W. Bingham	For 240 street-car tickets, to be used on official business	$10.00
Nov. 17	do	do	10.00
1899.			
Feb. 1	Howard L. Morrison	For furnishing 1 strength indicator for testing paper.	75.00
Feb. 4	Brentano's	For furnishing 1 album for the preservation of specimens of postage stamps.	1.50
Mar. 20	A. W. Bingham	For 240 street-car tickets, to be used on official business.	10.00
Apr. 3	W. H. Landvoigt	For expenses incurred while traveling on official business.	12.25
May 2	John C. Parker	For 1 Challenge eyelet machine	3.00
	Total		121.75

No. 8.—*Tabulation, by States and Territories, of the number of fourth-class post-offices, according to the amount of postmaster's compensation, for the fiscal year ended June 30, 1899.*

States and Territories.	$50 or less.	$50.01 to $100.	$100.01 to $200.	$200.01 to $500.	$500.01 to $1,000.	Total.
Alabama	1,276	474	318	238	62	2,368
Alaska	24	6	6	3	3	42
Arizona	33	45	47	46	13	184
Arkansas	612	608	331	209	58	1,818
California	228	300	426	409	151	1,514
Colorado	146	170	159	152	63	690
Connecticut	21	72	115	152	67	427
Delaware	40	42	35	33	13	163
District of Columbia	2	3	1	3	3	12
Florida	348	277	235	168	39	1,067
Georgia	1,246	572	330	287	97	2,532
Idaho	121	86	91	69	30	397
Illinois	406	485	522	608	323	2,344
Indiana	457	558	472	391	164	2,042
Indian Territory	115	152	109	78	30	484
Iowa	262	331	375	405	294	1,667
Kansas	398	276	329	352	184	1,539
Kentucky	1,315	706	438	262	73	2,794
Louisiana	363	219	221	215	50	1,068
Maine	168	276	347	283	92	1,166
Maryland	269	336	318	188	45	1,156
Massachusetts	25	74	143	283	163	688
Michigan	338	487	504	439	201	1,969
Minnesota	368	343	310	292	165	1,478
Mississippi	801	416	273	194	74	1,758
Missouri	800	745	546	446	203	2,740
Montana	120	85	100	106	27	438
Nebraska	259	167	145	224	181	976
Nevada	60	42	35	30	9	176
New Hampshire	55	104	145	164	57	525
New Jersey	69	159	215	253	120	816
New Mexico	63	81	68	61	15	288
New York	479	731	841	977	388	3,416
North Carolina	1,674	600	367	205	93	2,939
North Dakota	185	110	98	110	68	571
Ohio	643	840	788	691	231	3,193
Oklahoma	169	154	131	83	23	560
Oregon	253	193	202	142	41	831
Pennsylvania	918	1,303	1,248	1,087	343	4,899
Rhode Island	10	27	18	49	31	135
South Carolina	708	281	186	133	46	1,354
South Dakota	238	120	117	109	68	652
Tennessee	1,512	647	360	228	64	2,811
Texas	757	747	640	458	176	2,778
Utah	67	66	87	75	28	323
Vermont	40	92	159	190	49	530
Virginia	1,160	1,049	711	378	85	3,383
Washington	228	176	147	163	50	764
West Virginia	752	479	318	228	60	1,837
Wisconsin	450	456	367	386	151	1,810
Wyoming	79	70	76	35	15	275
Total	21,130	16,838	14,570	12,770	5,079	70,387

No. 9.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1899.*

Fiscal year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	$4,945,668.21		$4,945,668.21	$3,288,319.03
1838	4,238,733.46		4,238,733.46	4,430,662.21
1839	4,484,656.70		4,484,656.70	4,536,536.31
1840	4,543,521.92		4,543,521.92	4,718,235.64
1841	4,407,726.27	$482,657.00	4,890,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,296,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,056.91
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,793.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,946.49	11,884,430.56	11,458,063.63
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,349,296.40	4,639,806.53	12,989,102.93	13,606,759.11
1862	8,299,820.90	2,598,952.71	10,898,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866	14,436,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1872	21,915,426.37	4,993,750.00	26,909,176.37	26,658,192.31
1873	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1877	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1879	30,041,962.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,285.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,930,475.98	6,260,232.64	77,190,708.62	76,980,846.16
1893	75,896,933.16	6,727,828.43	82,624,761.59	81,581,681.33
1894	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,330,600.56	91,329,808.96	90,932,669.50
1897	82,665,462.73	12,133,392.88	94,798,855.61	94,077,242.38
1898	89,012,618.55	9,341,258.81	98,353,877.36	98,038,523.61
1899	95,021,354.17	7,902,040.58	102,923,424.75	101,632,160.92

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899.*

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Alexander City	3	$991.02	$500.00	$40.00	$69.45	$1.52		$610.97	$380.05	62	Presidential, Jan. 1, 1899.
Anniston	2	24,026.15	2,400.00	1,900.00	425.00	195.17	$5,477.50	10,397.67	13,622 48	43	
Athens	3	2,665.75	1,300.00	150.00	159.66	6.00		1,615.66	1,050.09	61	
Auburn	3	3,020.78	1,300.00	30.00	113.18	7.36		1,450.54	1,570.24	48	
Avondale	3	623.89	250.00		18.00	2.56		270.56	353.33	43	Presidential, Apr. 1, 1899.
Bessemer	3	5,339.83	1,700.00	50.00	358.00	19.44		2,127.44	3,212.39	40	
Birmingham	1	83,687.86	3,200.00	10,966.42		1,088.25	13,814.94	28,969.61	54,718.25	35	In Government building.
Blocton	3	2,254.54	1,100.00	40.00	136.00	4.00		1,280.00	974.54	57	
Brewton	3	2,768.54	1,200.00	50.00	135.00	7.36		1,392.36	1,376.18	50	
Cullman	3	3,400.10	1,400.00	220.00	134.75	7.76		1,762.51	1,637.59	52	
Decatur	3	4,223.90	1,500.00	125.00	200.00	16.48		1,841.48	2,382.42	44	
Demopolis	3	4,712.48	1,500.00	100.00	148.00	8.00		1,756.00	2,956.48	37	
Dothan	3	3,157.34	1,300.00	176.41	132.85	10.80		1,620.06	1,537.28	51	
Eufaula	3	5,911.64	1,800.00	280.00	281.66	18.48		2,380.14	3,531.50	40	
Eutaw	3	2,731.58	1,200.00	150.00	66.00	6.00		1,422.00	1,309.58	52	
Evergreen	3	2,933.51	1,200.00	400.00	169.39	8.96		1,778.35	1,155.16	61	
Florence	3	6,726.35	1,800.00	300.00	358.00	10.56		2,468.56	4,257.79	37	
Fort Payne	3	2,535.32	1,300.00	300.00	162.75	3.28		1,766.03	769.29	70	
Gadsden	3	5,715.25	1,600.00	79.78	330.24	18.64		2,028.66	3,686.59	35	
Greensboro	3	3,221.22	1,400.00		213.77	6.40		1,620.17	1,701.05	49	
Greenville	3	3,570.63	1,500.00	791.66	250.50	15.04		2,557.20	1,013.43	72	
Huntsville	2	21,971.91	2,300.00	1,900.00		245.61	3,315.29	7,760.90	14,211.01	35	Do.
Jacksonville	3	1,943.63	1,000.00	60.00	172.00	4.64		1,236.64	706.99	64	
Jasper	3	2,462.46	1,100.00	150.00	157.10	3.36		1,410.46	1,052.00	57	
Livingston	3	1,852.41	825.00		83.54	3.36		911.90	940.51	49	Presidential, Oct. 1, 1898.
Marion	3	3,416.76	1,400.00	76.00	171.00	6.56		1,653.56	1,763.20	48	
Mobile	1	69,109.51	3,200.00	10,639.66		985.47	13,537.28	28,362.41	40,747.10	41	In Government building.
Montgomery	1	55,936.09	3,100.00	8,483.16		807.91	10,732.65	23,123.72	32,812.37	41	Do.
New Decatur	3	4,257.09	1,500.00	332.61	228.00	17.76		2,078.37	2,178.72	49	
Opelika	3	6,731.89	1,800.00	300.00	205.00	26.64		2,331.64	4,400.25	35	
Ozark	3	2,041.79	1,200.00	300.00	169.01	7.12		1,676.13	365.66	82	
Pratt City	3	3,069.70	1,500.00	50.00	217.10	4.72		1,771.82	1,297.88	58	
Selma	2	20,508.48	2,500.00	2,800.00	1,150.00	83.71	3,503.44	10,037.15	10,471.33	49	
Sheffield	3	2,710.96	1,300.00	100.00	115.80	5.60		1,521.40	1,189.56	56	
Talladega	3	6,381.05	1,700.00	600.00	283.00	22.96		2,605.96	3,775.09	41	
Troy	3	4,870.10	1,600.00	500.00	289.55	15.28		2,404.83	2,474.27	49	
Tuscaloosa	2	8,785.20	2,000.00	800.00	362.00	26.29		3,188.29	5,596.91	36	
Tuscumbia	3	3,229.05	1,400.00	120.00	133.10	6.00		1,659.10	1,569.95	51	
Tuskegee	3	4,044.84	1,600.00	600.00	274.00	16.96		2,490.96	1,553.88	62	

Railway post-office clerks	2,079,524.27	2,089,920.29	2,108,200.13	2,152,335.31	8,429,980.00	681.19	8,430,
Miscellaneous items	229.64	76 82	11.55	681.40	999.41	2.08	1,
Transportation of foreign mails	222,603.05	431,265.49	461,620.93	514,260.36	1,629,749.83		1,629,
Balance due foreign countries	23,057.26	14,401.25	102,642.64		140,101.15		140,
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps	47,181.44	56,490.01	48,254.65	26,073.90	178,000 00		178,
Distribution of postage stamps	2,689.93	2,715.86	2,765.40	2,919.12	11,090 31		11,
Manufacture of stamped envelopes, etc	187,794.99	97,697.18	137,332.46	113,331.16	536,155.79	10.83	536,
Distribution of stamped envelopes, etc	4,184.79	4,358.30	4,536 00	4,505.00	17,584 09		17,
Manufacture of postal cards	39,739 02	40,787.30	34,783.75	27,476.33	142,786.40		142,
Distribution of postal cards	1,283.21	1,585.00	1,636.00	1,571.17	6,075 38		6,
Registered package, tag official, and dead-letter envelopes	17,941.53	22,666.09	24,477.39	21,023.23	86,108.24	746.34	86,
Ship steamboat, and way letters	172 04	139.38	149.74	93.56	554.72		
Payment of indemnities for loss by registered mail	18.00	50.60	69.43	16.00	154.03		
Special delivery service	97,158 16	107,660.06	101,538.97	109,636.83	415,994.02	37.76	416,
Miscellaneous items	10.00	11.50	97.25	3.00	121.75		
Office of the Fourth Assistant Postmaster-General.							
Mail depredations and post-office inspectors	94,306.31	102,855.92	102,081.28	107,529.38	406,772.89	241.39	407,
Payment of rewards		475.00	1,450.00	1,600.00	3,525.00	10,050.00	13,
Total	25,003,555.19	25,319,529.12	25,608,261.57	25,503,924.11	101,435,269.99	196,890.93	101,632,

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARKANSAS—cont'd.											
Helena	2	$9,793.15	$2,100.00	$1,100.00		$19.26		$3,219.26	$6,573.89	33	In Government building.
Hope	3	3,656.40	1,400.00	240.00	$188.15	7.04		1,835.19	1,821.21	50	
Hot Springs	2	22,784.26	2,600.00	3,463.41	1,050.00	600.90	$5 599.67	13,313.98	9,470.28	58	
Jonesboro	3	6,993.36	1,800.00	100.00	102.90	13.68		2,016.58	4,976.78	29	
Little Rock	1	65,391.09	3,200.00	9,579.89		475.06	13,989.93	27,244.88	38,146.21	42	Do.
Lonoke	3	2,352.07	1,100.00	169.80	150.30	2.40		1,422.50	929.57	60	
Magnolia	3	2,274.85	1,100.00	200.00	92.70	2.32		1,395.02	879.83	61	
Malvern	3	2,269.63	1,200.00	200.00	118.75	6.08		1,524.83	744.80	67	
Mammoth Spring	3	2,402.71	1,100.00	150.00	163.40	3.36		1,416.76	985.95	59	
Marianna	3	3,194.94	1,300.00	50.00	100.00	4.72		1,454.72	1,740.22	46	
Mena	3	4,744.13	1,500.00	120.00	249.98	9.04		1,879.02	2,865.11	40	
Monticello	3	2,756.41	1,300.00	250.00	192.00	5.76		1,747.76	1,008.65	63	
Morrilton	3	3,284.18	1,400.00	200.00	180.20	7.44		1,787.64	1,496.54	54	
Newport	3	7,192.19	1,700.00	400.00	331.00	14.64		2,445.64	4,746.55	34	
Paragould	3	4,394.17	1,500.00	150.00	173.00	8.88		1,831.88	2,562.29	42	
Pine Bluff	2	19,112.78	2,600.00	2,700.00	960.00	58.05	5,286.52	11,604.57	7,508.21	61	
Prescott	3	3,209.07	1,300.00	250.00	194.95	3.44		1,748.39	1,460.68	54	
Rogers	3	3,762.68	1,500.00	180.00	250.00	4.16		1,934.16	1,828.52	51	
Russellville	3	3,153.03	1,400.00	240.00	113.04	4.24		1,757.28	1,395.75	56	
Searcy	3	4,097.38	1,500.00	300.00	254.00	7.60		2,061.60	2,035.78	50	
Siloam Springs	3	3,080.29	1,400.00	200.00	136.00	3.84		1,739.84	1,340.45	56	
Springdale	3	2,699.25	1,200.00	200.00	114.98	2.96		1,517.94	1,181.31	56	
Stuttgart	3	3,013.14	1,300.00		201.57	5.28		1,506.85	1,506.29	50	
Texarkana	2	21,012.76	2,500.00	4,100.00		80.56	4,401.85	11,082.41	9,930.35	53	Do.
Vanburen	3	5,856.35	1,700.00	300.00	350.00	13.52		2,363.52	3,492.83	40	
Walnutridge	3	1,151.65	550.00		20.75	1.36		572.11	579.54	50	Presidential, Jan. 1, 1899.
Wynne	3	2,656.58	1,200.00	80.00	125.45			1,405.45	1,251.13	53	
Total		301,938.99	66,350.00	32,911.86	8,494.23	1,605.16	36,740.59	146,101.84	155,837.15	48	
CALIFORNIA.											
Alameda	2	32,048.19	2,400.00	2,627.72	500.00	323.32	6,453.64	12,304.68	19,743.51	39	
Anaheim	3	2,770.79	1,300.00		1.00	4.00		1,305.00	1,465.79	47	
Angels Camp	3	3 837.01	1,400.00	150.00	292.00	7.52		1,849.52	1,987.49	48	
Antioch	3	2,075.09	1,000.00	30.00	164.00	2.00		1,196.00	879.09	58	
Arcata	3	2,665.83	1,200.00	300.00	205.00	2.16		1,707.16	958.67	64	
Auburn	3	6,698.00	1,800.00	180.00	358.00	9.20		2,347.20	4,350.80	35	
Azusa	3	2,125.20	1,100.00		131.73	4.00		1,235.73	889.47	58	
Bakersfield	2	10,092.86	2,100.00	1,666.30	800.00	17.94		4,584.24	5,508.62	45	
Benicia	3	4,152.52	1,400.00	40.00	225.00	11.52		1,676.52	2,476.00	40	

during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the Postmaster-General."

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
Nov. 10	Clarence E. Dawson	For expenses incurred while traveling on official business during October, 1898.	$32.71
1899.			
Feb. 24	Frank A. Burrelle	For furnishing press clippings	3.92
Mar. 10	do	do	1.16
Mar. 11	Harrison J. Barrett	For expenses incurred while traveling on official business.	28.05
Apr. 17	The Automatic Telephone Exchange Co. (Limited).	For rental of one automatic telephone and switches from January 1 to March 31, 1899.	1.50
May 18	Harrison J. Barrett	For expenses incurred while traveling on official business.	53.44
June 9	Frank A. Burrelle	For furnishing press clippings	4.60
July 6	The New York Maritime Register.	For subscription from July 1, 1898, to June 30, 1899.	25.00
July 6	P. Musson	For subscription to the Evening Star, from November 15, 1898, to July 1, 1899.	3.32
July 8	Thomas P. Graham	For expenses incurred while traveling on official business during June, 1899.	8.45
July 12	J. O. Harmon	For subscription to the daily and Sunday Post, from November 15, 1898, to June 30, 1899.	4.55
July 12	The Journal of Commerce and Commercial Bulletin.	For subscription from July 1, 1898, to June 30, 1899.	12.00
Aug. 9	The Fourth Estate	For one year's subscription beginning July 1, 1898.	2.00
Aug. 19	Frank A. Burrelle	For 18 clippings furnished during the month of June, 1899.	.36
	Total		181.09

No. 5.—*Statement, in detail, of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1899, and charged to "Miscellaneous items, office of the First Assistant Postmaster-General."*

PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1898.			
Aug. 15	A. W. Machen	For expenses incurred while traveling with the Congressional Postal Commission.	$76.29
Sept. 16	Charles Hedges	For expenses incurred as assistant superintendent of free delivery service during July, 1898.	23.90
Sept. 16	do	For expenses incurred as assistant superintendent of free delivery service during August, 1898.	123.42
Oct. 20	August W. Machen	For expenses incurred while traveling on official business during September, 1898.	55.73
Oct. 20	do	For expenses incurred while traveling on official business during September and October, 1898.	53.23
Nov. 12	Charles Hedges	For expenses incurred while traveling on official business during September, 1898.	130.40
Dec. 24	do	For expenses incurred while traveling on official business during October, 1898.	136.85
Dec. 24	do	For expenses incurred while traveling on official business during November, 1898.	154.16
1899.			
Jan. 5	W. G. Edens	For expenses incurred while traveling on official business during August, 1898.	154.80
Jan. 10	do	For expenses incurred while traveling on official business during September, 1898.	150.14
Jan. 25	W. W. Valentine	For expenses incurred while traveling on official business during September and October, 1898.	151.97
Jan. 25	do	For expenses incurred while traveling on official business during November, 1898.	111.95
Jan. 25	do	For expenses incurred while traveling on official business during December, 1898.	90.80
Feb. 23	do	For expenses incurred while traveling on official business during January, 1899.	19.75
Feb. 25	W. G. Edens	For expenses incurred while traveling on official business during October, 1898.	160.36

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Placerville	3	$4,875.57	$1,600.00	$600.00	$236.00	$6.00		$2,442.00	$2,433.57	50	
Pleasanton	3	1,502.28	825.00		115.75	2.56		943.31	558.97	63	Presidential, Oct. 1, 1898.
Pomona	2	9,798.99	2,200.00	1,800.00	1.00	18.61	$3,176.42	7,196.03	2,602.96	73	
Portersville	3	4,422.87	1,600.00	200.00	234.00	2.56		2,036.56	2,386.31	46	
Randsburg	3	2,463.32	1,200.00		223.00	.88		1,423.88	1,039.44	58	
Redbluff	3	8,330.28	1,900.00	250.00	420.00	11.20		2,581.20	5,749.08	31	
Redding	2	8,067.91	2,000.00	1,451.10	399.75	14.53		3,865.38	4,202.53	48	
Redlands	2	14,609.41	2,400.00	2,100.00	504.00	141.24	2,582.84	7,728.08	6,881.33	53	
Redwood City	3	3,995.10	1,400.00	60.00	268.50	18.04		1,741.54	2,253.56	44	
Riverside	2	15,879.46	2,400.00	2,819.02	856.50	80.50	4,144.97	10,300.99	5,578.47	65	
Sacramento	1	79,192.31	3,200.00	12,255.83		726.50	16,154.28	32,336.61	46,855.70	41	In Government building.
St. Helena	3	5,419.27	1,700.00	40.00	285.60	8.08		2,033.68	3,385.59	38	
Salinas	2	8,404.67	2,000.00	1,000.00	434.10	22.80		3,456.90	4,947.77	41	
San Bernardino	2	12,371.66	2,300.00	2,054.17	1.00	148.50	3,262.50	7,766.17	4,605.49	63	
San Diego	2	35,936.35	2,900.00	5,987.95	137.00	398.14	10,687.13	20,110.22	15,826.13	56	
San Francisco	1	998,929.74	6,000.00	191,461.22	22,571.47	11,945.75	218,490.38	450,468.82	548,460.92	45	Do.
Sanger	3	1,851.18	1,100.00	97.50		1.36		1,198.86	652.32	65	
San Jacinto	3	1,887.51	1,200.00	60.00	210.99	1.44		1,472.43	415.08	78	
San Jose	1	49,049.72	3,100.00	8,524.45		400.53	14,879.93	26,904.91	22,144.81	55	Do.
San Leandro	3	3,924.47	1,400.00		152.00	8.24		1,560.24	2,364.23	40	
San Luis Obispo	3	6,639.34	1,900.00	210.00	409.98	13.60		2,533.58	4,105.76	38	
San Mateo	3	4,079.78	1,500.00	50.00	202.00	17.52		1,769.52	2,310.26	43	
San Pedro	3	2,770.33	1,300.00		164.00	8.24		1,472.24	1,298.09	53	
San Rafael	3	7,044.93	1,700.00	90.00	349.50	48.00		2,187.50	4,857.43	31	
Santa Ana	2	10,011.85	2,100.00	1,500.00	26.20	21.49	840.93	4,488.62	5,523.23	45	
Santa Barbara	2	16,472.25	2,500.00	2,400.00	580.00	54.56	4,263.41	9,797.97	6,674.28	59	
Santa Clara	3	5,052.97	1,600.00	40.00	284.41	16.32		1,940.73	3,112.24	38	
Santa Cruz	2	14,216.48	2,400.00	2,200.00	600.00	135.55	4,870.09	9,705.64	4,510.84	68	
Santa Maria	3	2,769.96	1,200.00		180.00	2.88		1,382.88	1,387.08	50	
Santa Monica	3	5,489.33	1,700.00	100.00	298.00	19.28		2,117.28	3,372.05	39	
Santa Paula	3	4,152.51	1,500.00		214.00	8.36		1,717.36	2,435.15	41	
Santa Rosa	2	13,354.70	2,300.00	1,900.00	689.29	224.90	3,556.08	8,670.27	4,684.43	65	
Sausalito	3	2,706.02	1,100.00		196.60	11.36		1,307.36	1,398.66	48	
Selma	3	3,496.54	1,500.00		217.49	3.28		1,720.77	1,775.77	49	
Sisson	3	2,937.66	1,300.00	60.00	130.00	3.28		1,493.28	1,444.38	51	
Soldiers' Home	3	2,781.08	1,200.00			1.75		1,201.75	1,529.33	44	
Sonoma	3	2,121.52	1,100.00		175.00	2.32		1,277.32	844.20	60	
Sonora	3	6,369.83	1,700.00	210.00	234.00	11.20		2,155.20	4,214.63	34	
Stanford University	3	4,156.10	1,600.50		140.55	14.08		1,754.63	2,401.47	42	
Stockton	2	31,737.21	2,800.00	4,100.00	1,800.00	171.92	9,078.63	17,950.55	13,786.66	57	
Suisun City	3	2,840.49	1,200.00	50.00	91.95	4.72		1,346.67	1,493.82	47	

Susanville	3	2,281.24	1,000.00	110.00	144.00	1.20		1,255.20	1,026.04	55	
Sutter Creek	3	2,560.10	1,100.00		196.00	2.68		1,298.08	1,262.02	51	
Truckee	3	4,131.38	1,400.00	100.00	225.00			1,725.00	2,406.38	42	
Tulare	3	4,633.20	1,700.00		360.00	5.20		2,065.20	2,568.00	45	
Ukiah	3	5,446.19	1,600.00	300.00	310.00	9.68		2,219.68	3,226.51	41	
Vacaville	3	4,771.44	1,600.00		307.14	3.68		1,910.82	2,860.62	40	
Vallejo	2	11,743.27	2,100.00	1,600.00	597.55	66.29		4,363.84	7,379.43	37	
Ventura	3	6,815.61	1,800.00	160.00	176.00	9.04		2,145.04	4,670.57	31	
Visalia	2	8,249.99	2,000.00	1,100.00	460.00	11.20		3,571.20	4,678.79	43	
Watsonville	2	9,259.40	2,000.00	1,100.00	360.00	17.10		3,477.10	5,782.30	38	
Whittier	3	2,698.47	1,200.00		172.41	2.00		1,374.41	1,324.06	51	
Willow	3	2,960.62	1,400.00	150.00	232.00	4.08		1,786.08	1,174.54	60	
Winters	3	2,418.79	1,100.00		180.00	.72		1,280.72	1,138.07	53	
Woodland	2	8,463.94	2,000.00	1,100.00	300.00	19.69		3,419.69	5,044.25	40	
Yreka	3	5,335.54	1,700.00	200.00	323.75	6.33		2,230.08	3,105.46	42	
Total		2,168,815.40	198,675.00	329,080.77	58,636.91	19,447.55	413,698.57	1,019,538.80	1,149,276.60	47	
COLORADO.											
Alamosa	3	3,190.23	1,400.00	150.00	278.40			1,828.40	1,361.83	57	
Amethyst	3	3,110.75	1,200.00	80.00	358.00	3.04		1,641.04	1,469.71	53	
Aspen	2	10,557.52	2,200.00	2,100.00	540.00	30.07		4,870.07	5,687.45	46	
Blackhawk	3	2,432.54	1,100.00	50.00	200.00	2.16		1,352.16	1,080.38	56	
Boulder	2	17,441.74	2,400.00	1,962.92	588.50	72.24	2,454.04	7,467.70	9,974.04	43	
Breckenridge	3	3,173.00	1,400.00		206.12	4.32		1,610.44	1,562.56	51	
Buenavista	3	3,470.87	1,400.00	100.00	172.00	3.52		1,675.52	1,795.35	48	
Canon City	2	10,411.60	2,200.00	1,085.33	588.00	17.12		3,890.45	6,521.15	37	
Central City	3	6,062.74	1,800.00	300.00	342.00	10.56		2,452.56	3,610.18	40	
Colorado City	3	3,439.86	1,500.00		226.00	9.20		1,735.20	1,704.66	50	
Colorado Springs	1	66,919.84	3,200.00	11,144.83	2,800.00	620.73	11,217.86	28,983.42	37,936.42	43	
Cripplecreek	2	21,283.09	2,600.00	5,655.49		292.21	3,428.03	11,975.73	9,307.36	56	
Del Norte	3	2,733.25	1,300.00	80.00	60.15	1.60		1,441.75	1,291.50	53	
Delta	3	3,629.16	1,500.00	137.50	250.00	2.80		1,890.30	1,738.86	52	
Denver	1	382,753.37	3,800.00	55,124.61	195.00	3,661.46	85,727.86	148,508.93	234,244.44	39	In Government building.
Durango	2	10,363.23	2,200.00	1,500.00	720.00	14.99		4,434.99	5,928.24	43	
Florence	3	6,813.05	1,800.00	500.00	235.00	14.64		2,549.64	4,263.41	37	
Fort Collins	2	9,067.85	2,000.00	800.00	417.41	35.87		3,253.28	5,814.57	36	
Georgetown	3	2,807.33	1,300.00	200.00	249.88	5.20		1,755.08	1,052.25	63	
Gillett	3	2,057.84	1,000.00		140.00	3.08		1,143.08	914.76	56	
Glenwood Springs	3	4,941.16	1,600.00		253.92	10.00		1,863.92	3,077.24	38	
Golden	3	5,087.65	1,500.00		312.60	9.12		1,821.72	3,265.93	36	
Goldfield	3	1,422.90	500.00		78.74	2.56		581.30	841.60	41	Presidential, Jan. 1, 1899.
Grand Junction	2	8,431.82	2,000.00	1,300.00	298.00	.93		3,598.93	4,832.89	43	
Greeley	2	11,516.28	2,300.00	1,700.00	600.00	100.34	1,787.83	6,488.17	5,028.11	56	
Gunnison	3	3,966.81	1,500.00	100.00	219.95	4.96		1,824.91	2,141.90	46	
Idaho Springs	3	5,828.70	1,800.00		172.00	8.88		1,980.88	3,847.82	34	
Lajunta	3	6,621.34	1,700.00	600.00	331.00	9.12		2,640.12	3,981.22	40	
Lake City	3	2,802.09	1,300.00	140.00	170.00	3.04		1,613.04	1,189.05	58	
Lamar	3	3,605.12	1,300.00	145.76	159.90	2.56		1,608.24	1,996.88	45	
Las Animas	3	2,543.66	1,100.00		155.60	1.76		1,257.36	1,286.30	49	
Leadville	2	24,293.20	2,600.00	5,600.00	900.00	101.95	2,431.63	11,633.58	12,659.62	48	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO—continued.											
Longmont	3	$6,487.52	$1,700.00		$355.00	$9.68		$2,067.68	$4,419.84	32	
Loveland	3	3,733.81	1,400.00	$20.00	248.28	4.00		1,672.28	2,061.55	45	
Manitou	3	4,586.27	1,600.00	1,124.00	355.00	21.28		3,100.28	1,485.99	68	
Montevista	3	4,422.58	1,500.00	10.00	294.00	2.64		1,806.64	2,615.94	41	
Montrose	3	4,671.89	1,600.00	100.00	331.00	5.93		2,036.93	2,634.96	44	
Ouray	3	6,852.62	1,800.00	150.00	300.00	7.84		2,257.84	4,594.78	33	
Pueblo	1	51,947.99	3,000.00	8,975.39		576.39	$12,906.29	25,458.07	26,489.92	49	In Government building.
Rico	3	2,013.95	1,100.00		175.00	.96		1,275.96	737.99	63	
Rockyford	3	4,476.59	1,500.00		117.35	2.08		1,619.43	2,857.16	36	
Salida	3	7,956.34	1,900.00	700.00	360.00	16.64		2,976.64	4,979.70	37	
Silverton	3	4,815.98	1,700.00	150.00	160.90	11.12		2,022.02	2,793.96	42	
Sterling	3	3,593.84	1,300.00	50.00	283.60	1.68		1,635.28	1,958.56	46	
Telluride	3	6,955.75	1,800.00	120.00	298.00	8.40		2,226.40	4,729.35	32	
Trinidad	2	11,925.10	2,300.00	2,000.00	875.00	8.38	3,774.05	8,957.43	2,967.67	75	
Victor	2	14,078.07	2,400.00	2,717.19	600.00	26.65	614.68	6,358.52	7,719.55	45	
Walsenburg	3	2,616.61	1,100.00	200.00	131.00	2.08		1,433.08	1,183.53	55	
Total		793,914.50	84,200.00	106,863.04	17,105.28	5,765.78	124,342.27	338,276.37	455,638.13	43	
CONNECTICUT.											
Ansonia	2	18,087.45	2,500.00	2,100.00	1,020.00	106.71	5,483.89	11,210.60	6,876.85	62	
Bethel	3	3,670.90	1,500.00		216.60	14.24		1,730.84	1,940.06	47	
Branford	3	4,511.91	1,600.00		228.75	21.76		1,850.51	2,661.40	41	
Bridgeport	1	112,716.77	3,300.00	21,720.87	252.00	1,543.42	29,402.89	56,219.18	56,497.59	50	In Government building.
Bridgewater	3	3,508.60	650.00		95.00	1.76		746.76	2,761.84	21	Presidential, Jan. 1, 1899.
Bristol	2	13,824.61	2,400.00	2,000.00	650.00	61.71	2,605.38	7,717.09	6,107.52	56	
Canaan	3	2,814.64	1,300.00	150.00	109.00	6.24		1,565.24	1,249.40	56	
Chester	3	2,563.31	1,200.00		146.00	9.36		1,355.36	1,207.95	53	
Clinton	3	2,706.51	1,300.00		123.16	12.24		1,435.40	1,271.11	53	
Clintonville	3	3,101.89	1,200.00		256.00	.80		1,456.80	1,645.09	47	
Colchester	3	3,455.45	1,500.00		223.76	8.56		1,732.32	1,723.13	50	
Collinsville	3	3,157.80	1,400.00	40.00	150.00	16.24		1,606.24	1,551.56	51	
Danbury	2	33,040.37	2,700.00	3,156.40	1,219.00	238.36	7,145.47	14,459.23	18,581.14	44	
Danielson	3	6,620.26	1,800.00	80.00	297.57	26.08		2,203.65	4,416.61	33	
Deepriver	3	3,930.37	1,500.00		204.00	11.28		1,715.28	2,215.09	44	
Derby	2	14,721.40	2,400.00	2,200.00	950.00	78.61	4,058.28	9,686.89	5,034.51	66	
East Berlin	3	5,494.85	1,500.00		132.40	5.92		1,638.32	3,856.53	30	
East Haddam	3	4,188.37	1,100.00	100.00	81.75	4.56		1,286.31	2,902.06	31	
East Hampton	3	4,650.01	1,600.00		100.46	8.00		1,708.46	2,950.55	37	
East Hartford	3	2,887.17	1,300.00		181.45	21.36		1,502.81	1,384.36	52	

Fiscal year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	$4,945,668.21		$4,945,668.21	$3,288,319.03
1838	4,238,733.46		4,238,733.46	4,430,662.21
1839	4,484,656.70		4,484,656.70	4,636,536.31
1840	4,543,521.92		4,543,521.92	4,718,235.64
1841	4,407,726.27	$482,657.00	4,890,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,296,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,056.91
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.86
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,749,296.40	4,639,806.53	12,989,102.93	13,606,759.11
1862	8,299,820.90	2,598,952.71	10,898,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866	14,436,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1872	21,915,426.37	4,993,750.00	26,909,176.37	26,658,192.31
1873	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1877	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1879	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882	41,876,410.15	6,595.12	41,883,005.27	40,462,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.73	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,930,475.98	6,260,232.64	77,190,708.62	76,980,846.16
1893	75,896,933.16	6,727,828.43	82,624,761.59	81,581,681.33
1894	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,830,600.56	91,329,808.96	90,932,669.50
1897	82,665,462.73	12,133,392.88	94,798,855.61	94,077,242.38
1898	89,012,618.55	9,341,258.81	98,353,877.36	98,033,523.61
1899	95,021,354.17	7,902,040.58	102,923,424.75	101,632,160.92

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
Wallingford	2	$11,900.60	$2,300.00	$1,300.00	$695.88	$70.88	$2,584.87	$6,951.13	$4,949.47	58	
Waterbury	1	74,048.16	3,200.00	11,031.66	1,946.99	761.19	15,168.82	32,108.66	41,939.50	43	
Watertown	3	2,950.11	1,200.00	70.00	124.00	10.72		1,404.72	1,545.39	48	
Waterville	3	2,504.71	1,400.00			5.28		1,405.28	1,099.43	56	
Westhaven	3	5,372.59	1,600.00		292.50	49.12		1,941.62	3,430.97	36	
Westport	3	3,183.96	1,400.00		164.80	18.24		1,583.04	1,600.92	50	
Westville	3	2,070.10	750.00		105.75	9.52		865.27	1,204.83	42	Presidential, Oct. 1, 1898.
Willimantic	2	13,004.54	2,400.00	2,100.00	800.00	87.47	4,579.08	9,966.55	3,037.99	77	
Windsor	3	3,005.05	1,300.00		179.00	18.72		1,497.72	1,507.33	50	
Windsor Locks	3	6,829.41	1,600.00		195.79	21.68		1,817.47	5,011.94	27	
Winsted	2	15,657.29	2,000.00	4,725.00	1,410.00	380.83		8,515.83	7,141.46	54	
Total		1,402,638.60	148,400.00	168,371.21	32,469.73	12,884.10	226,474.82	588,599.86	814,038.74	42	
DELAWARE.											
Delaware City	3	3,768.60	1,300.00	40.00	45.00	13.44		1,398.44	2,370.16	37	
Dover	2	8,586.89	2,000.00	600.00		33.76		2,633.76	5,953.13	31	In Government building.
Georgetown	3	2,834.95	1,300.00	279.67	160.00	8.40		1,748.07	1,086.88	62	
Harrington	3	1,142.90	500.00		73.10	1.68		574.78	568.12	50	Presidential, Jan. 1, 1899.
Laurel	3	2,850.11	1,200.00	150.00	164.00	4.16		1,518.16	1,331.95	53	
Lewes	3	3,283.63	1,200.00		196.00	7.52		1,403.52	1,880.11	43	
Middletown	3	4,376.05	1,500.00	200.00	254.00	11.84		1,965.84	2,410.21	45	
Milford	3	4,645.39	1,500.00		256.00	15.44		1,771.44	2,873.95	38	
Newark	3	4,568.54	1,500.00	200.00	300.00	15.12		2,015.12	2,553.42	44	
Newcastle	3	2,362.76	1,200.00		84.20	9.76		1,293.96	1,068.80	55	
Seaford	3	4,082.05	1,500.00	200.00	202.00	6.60		1,908.60	2,173.45	47	
Smyrna	3	3,885.18	1,500.00	40.00	200.00	12.88		1,752.88	2,132.30	45	
Wilmington	1	87,609.13	3,300.00	12,325.81		934.03	27,561.84	44,121.68	43,487.45	50	In Government building.
Total		133,996.18	19,500.00	14,035.48	1,934.30	1,074.63	27,561.84	64,106.25	69,889.93	48	
DISTRICT OF COLUMBIA.											
Anacostia	3	2,266.85	1,000.00	120.00	147.00	26.64		1,293.64	973.21	57	
Washington	1	661,156.06	5,000.00	287,389.56	34,350.45	21,634.28	209,063.32	557,437.61	103,718.45	84	Do.
Total		663,422.91	6,000.00	287,509.56	34,497.45	21,660.92	209,063.32	558,731.25	104,691.66	84	

FLORIDA.											
Apalachicola	3	2,904.73	1,300.00		210.00	6.96		1,516.96	1,387.77	52	
Bartow	3	4,071.24	1,600.00	450.00	308.83	10.40		2,369.23	1,702.01	58	
Daytona	3	4,727.21	1,500.00	60.00	262.67	16.08		1,838.75	2,888.46	39	
Deland	3	5,403.92	1,700.00		306.00	9.68		2,015.68	3,388.24	37	
Eustis	3	1,915.35	1,000.00		147.00	2.00		1,149.00	766.35	60	
Fernandina	3	8,872.35	1,700.00	39.97	255.74	53.74		2,049.45	6,822.90	23	
Gainesville	3	7,360.03	1,900.00	500.00	300.00	30.16		2,730.16	4,638.87	37	
Jacksonville	1	95,645.70	3,200.00	12,867.89		955.31	12,723.80	29,747.00	65,898.70	31	In Government building.
Keywest	2	14,196.80	2,400.00	2,150.96		201.46	2,503.93	7,256.35	6,940.45	51	Do.
Kissimmee	3	2,250.08	1,000.00	60.00	192.00	4.32		1,256.32	993.76	56	
Lake City	3	4,081.87	1,400.00	300.00	300.00	12.48		2,012.48	2,069.39	49	
Lakeland	3	3,162.78	1,200.00	200.00	166.00	15.92		1,581.92	1,580.86	50	
Leesburg	3	2,763.30	1,300.00	120.00	197.45	7.44		1,624.89	1,138.41	59	
Live-oak	3	3,080.16	1,300.00	200.00	60.10	8.08		1,568.18	1,511.98	51	
Madison	3	2,519.18	1,200.00	149.50	114.00	6.00		1,469.50	1,049.68	58	
Miami	3	7,885.68	1,600.00	300.00	311.25	92.80		2,304.05	5,581.63	29	
Monticello	3	3,801.03	1,400.00		117.85	5.68		1,523.53	2,277.50	40	
Ocala	2	8,482.19	2,000.00	1,800.00	250.00	53.51		4,103.51	4,378.68	48	
Orlando	3	7,301.71	1,900.00	280.00	460.00	21.28		2,661.28	4,640.43	36	
Palatka	3	7,634.09	1,900.00	350.00	65.00	33.04		2,348.04	5,306.05	31	
Pensacola	2	21,836.03	2,600.00	3,366.29		74.65	4,278.43	10,319.37	11,516.66	47	Do.
Port Tampa	3	1,348.45	900.00	150.00	100.00	2.72		1,152.72	195.73	85	Presidential, Oct. 1, 1898.
Punta Gorda	3	2,045.58	1,100.00	420.00	144.00	3.04		1,667.04	378.54	81	
Quincy	3	2,423.87	1,400.00	180.00	163.00	7.92		1,750.92	672.95	72	
St. Augustine	2	14,125.85	2,300.00	3,570.63		88.27	2,114.36	8,073.26	6,052.59	57	In Government building.
St. Petersburg	3	2,835.59	2,200.00	100.00	196.00	6.72		1,502.72	1,332.87	53	
Sanford	3	4,330.51	1,600.00	400.00	455.00	10.32		2,465.32	1,865.19	57	
Starke	3	2,347.60	1,000.00	30.00	120.00	3.44		1,153.44	1,194.16	49	
Tallahassee	2	8,697.48	2,000.00	1,000.00		37.92		3,037.92	5,659.56	35	Do.
Tampa	2	35,297.75	2,700.00	4,799.12	1,033.65	498.20	6,598.51	15,629.48	19,668.27	44	
Titusville	3	2,946.98	1,400.00	40.00	271.75	9.84		1,721.59	1,225.39	58	
West Palmbeach	3	2,907.09	1,200.00	200.00	174.00	9.52		1,583.52	1,323.57	54	
Total		299,231.18	51,900.00	34,084.36	6,681.29	2,298.90	28,219.03	123,183.58	176,047.60	41	
GEORGIA.											
Albany	2	11,590.49	2,100.00	1,100.00	425.13	44.32		3,669.45	7,921.04	32	
Americus	2	11,344.12	2,300.00	1,500.00	750.00	127.24	3,638.78	8,316.02	3,028.10	73	
Athens	2	17,849.50	2,400.00	2,100.00	600.00	90.30	4,146.40	9,336.70	8,512.80	52	
Atlanta	1	290,087.88	3,700.00	41,506.52		2,057.51	48,565.88	95,829.41	194,260.47	33	In Government building.
Augusta	1	66,588.22	3,100.00	9,111.92		615.49	16,787.16	29,614.57	36,973.65	44	Do.
Bainbridge	3	4,426.37	1,500.00	50.00	213.00	18.16		1,781.16	2,645.21	40	
Barnesville	3	4,512.61	1,500.00	250.00	180.00	14.16		1,944.16	2,568.45	43	
Brunswick	2	14,133.60	2,400.00	1,700.00	775.00	53.47	3,517.76	8,446.23	5,687.37	60	
Carrollton	3	2,957.54	1,300.00	250.00	223.00	7.44		1,780.44	1,177.10	60	
Cartersville	3	4,767.01	1,600.00	400.00	250.00	21.36		2,271.36	2,495.65	48	
Cedartown	3	3,196.04	1,300.00	40.00	204.81	14.88		1,559.69	1,636.35	49	
Columbus	2	30,025.88	2,700.00	3,683.68		370.71	7,516.01	14,270.40	15,755.48	48	Do.
Cordele	3	6,146.72	1,700.00	100.00	291.00	19.46		2,110.46	4,036.26	34	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARKANSAS—cont'd.											
Helena	2	$9,793.15	$2,100.00	$1,100.00		$19.26		$3,219.26	$6,573.89	33	In Government building.
Hope	3	3,656.40	1,400.00	240.00	$188.15	7.04		1,835.19	1,821.21	50	
Hot Springs	2	22,784.26	2,600.00	3,463.41	1,050.00	600.90	$5 599.67	13,313.98	9,470.28	58	
Jonesboro	3	6,993.36	1,800.00	100.00	102.90	13.68		2,016.58	4,976.78	29	
Little Rock	1	65,391.09	3,200.00	9,579.89		475.06	13,989.93	27,244.88	38,146.21	42	Do.
Lonoke	3	2,352.07	1,100.00	169.80	150.30	2.40		1,422.50	929.57	60	
Magnolia	3	2,274.85	1,100.00	200.00	92.70	2.32		1,395.02	879.83	61	
Malvern	3	2,269.63	1,200.00	200.00	118.75	6.08		1,524.83	744.80	67	
Mammoth Spring	3	2,402.71	1,100.00	150.00	163.40	3.36		1,416.76	985.95	59	
Marianna	3	3,194.94	1,300.00	50.00	100.00	4.72		1,454.72	1,740.22	46	
Mena	3	4,744.13	1,500.00	120.00	249.98	9.04		1,879.02	2,865.11	40	
Monticello	3	2,756.41	1,300.00	250.00	192.00	5.76		1,747.76	1,008.65	63	
Morrilton	3	3,284.18	1,400.00	200.00	180.20	7.44		1,787.64	1,496.54	54	
Newport	3	7,192.19	1,700.00	400.00	331.00	14.64		2,445.64	4,746.55	34	
Paragould	3	4,394.17	1,500.00	150.00	173.00	8.88		1,831.88	2,562.29	42	
Pine Bluff	2	19,112.78	2,600.00	2,700.00	960.00	58.05	5,286.52	11,604.57	7,508.21	61	
Prescott	3	3,209.07	1,300.00	250.00	194.95	3.44		1,748.39	1,460.68	54	
Rogers	3	3,762.68	1,500.00	180.00	250.00	4.16		1,934.16	1,828.52	51	
Russellville	3	3,153.03	1,400.00	240.00	113.04	4.24		1,757.28	1,395.75	56	
Searcy	3	4,097.38	1,500.00	300.00	254.00	7.60		2,061.60	2,035.76	50	
Siloam Springs	3	3,080.29	1,400.00	200.00	136.00	3.84		1,739.84	1,340.45	56	
Springdale	3	2,699.25	1,200.00	200.00	114.98	2.96		1,517.94	1,181.31	56	
Stuttgart	3	3,013.14	1,300.00		201.57	5.28		1,506.85	1,506.29	50	
Texarkana	2	21,012.76	2,500.00	4,100.00		80.56	4,401.85	11,082.41	9,930.35	53	Do.
Vanburen	3	5,856.35	1,700.00	300.00	350.00	13.52		2,363.52	3,492.83	40	
Walnutridge	3	1,151.65	550.00		20.75	1.36		572.11	579.54	50	Presidential, Jan. 1, 1899.
Wynne	3	2,656.58	1,200.00	80.00	125.45			1,405.45	1,251.13	53	
Total		301,938.99	66,350.00	32,911.86	8,494.23	1,605.16	36,740.59	146,101.84	155,837.15	48	
CALIFORNIA.											
Alameda	2	32,048.19	2,400.00	2,627.72	500.00	323.32	6,453.64	12,304.68	19,743.51	39	
Anaheim	3	2,770.79	1,300.00		1.00	4.00		1,305.00	1,465.79	47	
Angels Camp	3	3 837.01	1,400.00	150.00	292.00	7.52		1,849.52	1,987.49	48	
Antioch	3	2,075.09	1,000.00	30.00	164.00	2.00		1,196.00	879.09	58	
Arcata	3	2,665.83	1,200.00	300.00	205.00	2.16		1,707.16	958.67	64	
Auburn	3	6,698.00	1,800.00	180.00	358.00	9.20		2,347.20	4,350.80	35	
Azusa	3	2,125.20	1,100.00		131.73	4.00		1,235.73	889.47	58	
Bakersfield	2	10,092.86	2,100.00	1,666.30	800.00	17.04		4,584.24	5,508.62	45	
Benicia	3	4,152.52	1,400.00	40.00	225.00	11.52		1,670.52	2,470.00	40	

IDAHO.											
Blackfoot	3	2,718.99	1,400.00	250.00	292.00	1.04		1,943.04	775.95	72	
Boise	2	17,512.30	2,400.00	2,874.46	600.00	125.48	2,706.53	8,706.47	8,805.83	50	
Caldwell	3	3,289.06	1,400.00	400.00	272.62	1.52		2,074.14	1,208.92	63	
De Lamar	3	1,806.90	1,000.00		127.00			1,127.00	679.90	62	
Genesee	3	1,023.97	550.00		89.50	.08		689.58	384.39	62	Presidential, Jan. 1, 1899.
Grangeville	3	3,214.54	1,100.00	160.00	160.00	1.44		1,421.44	1,798.10	44	
Hailey	3	2,755.68	1,300.00	100.00	228.00			1,628.00	1,127.68	59	
Idaho Falls	3	4,276.43	1,500.00	150.00	284.00	1.84		1,885.84	2,390.59	44	
Lewiston	3	7,682.24	1,600.00	750.00	254.00	12.32		2,616.32	5,065.92	34	
Montpelier	3	2,824.10	1,200.00	300.00	93.50	1.92		1,595.42	1,228.68	56	
Moscow	2	8,136.98	2,000.00	800.00	192.00	7.66		2,999.66	5,137.32	37	
Pocatello	3	6,418.63	1,700.00		358.00	6.72		2,064.72	4,353.91	32	
Salmon	3	2,723.63	1,300.00	250.00	196.00			1,746.00	977.63	64	
Silver City	3	2,518.90	1,200.00		168.00	2.32		1,370.32	1,148.58	54	
Wallace	3	4,947.09	1,600.00	160.00	304.00			2,064.00	2,883.09	42	
Wardner	3	3,210.19	1,400.00		240.00	4.64		1,644.64	1,565.55	51	
Weiser	3	3,680.16	1,200.00	250.00	157.00	1.84		1,608.84	2,071.32	44	
Total		78,733.79	23,850.00	6,444.46	3,965.62	168.82	2,706.53	37,135.43	41,598.36	47	
ILLINOIS.											
Abingdon	3	4,786.28	1,800.00	30.00	331.00	4.80		2,165.80	2,620.48	45	
Albion	3	2,662.45	1,100.00		129.00	2.00		1,231.00	1,431.45	46	
Aledo	3	4,700.91	1,600.00	60.00	234.00	4.24		1,898.24	2,802.67	40	
Altamont	3	2,588.03	1,100.00	50.00	164.00	2.64		1,316.64	1,271.39	51	
Alton	2	20,579.71	2,500.00	2,700.00	800.00	121.42	5,133.84	11,255.26	9,324.45	55	
Amboy	3	3,425.53	1,400.00	200.00	277.00	4.80		1,881.80	1,543.73	55	
Anna	3	4,973.45	1,600.00	150.00	224.00	8.56		1,982.56	2,990.89	40	
Arcola	3	4,967.10	1,600.00		320.79	5.84		1,926.63	3,040.47	39	
Ashland	3	1,094.97	500.00		63.00	.96		563.96	531.01	52	Presidential, Jan. 1, 1899.
Assumption	3	3,194.05	1,300.00		190.00	2.16		1,492.16	1,701.89	47	
Astoria	3	2,711.24	1,200.00	40.00	216.25	2.80		1,459.05	1,252.19	54	
Atlanta	3	3,069.19	1,300.00		173.00	2.48		1,475.48	1,593.71	48	
Augusta	3	2,614.58	1,200.00	40.00	228.00	1.76		1,467.76	1,146.82	56	
Aurora	2	41,076.20	2,800.00	4,800.00		305.05	10,298.97	18,204.02	22,872.18	44	In Government building.
Austin	2	16,903.88	2,200.00	1,600.00	540.00	104.50	4,355.98	8,800.48	8,103.40	52	
Barry	3	3,373.94	1,400.00		198.00	1.92		1,599.92	1,774.02	47	
Batavia	2	13,513.82	2,300.00	2,000.00	600.00	16.22	148.35	5,064.57	8,449.25	37	
Beardstown	3	6,775.37	1,800.00	40.00	233.00	21.76		2,094.76	4,680.61	31	
Belleville	2	14,557.47	2,400.09	1,900.00	665.84	113.64	6,322.97	11,402.45	3,155.02	78	
Belvidere	2	13,098.73	2,300.00	2,117.93	400.00	34.56	3,181.83	8,034.32	5,064.41	61	
Bement	3	3,046.45	1,300.00		248.75	5.04		1,553.79	1,492.66	51	
Benton	3	2,868.91	1,200.00	200.00	172.55	2.48		1,575.03	1,294.88	55	
Blandinsville	3	2,507.35	1,100.00		144.00	.88		1,244.88	1,262.47	50	
Bloomington	1	52,044.14	3,100.00	8,166.30		343.60	12,373.13	23,983.03	28,061.01	46	Do.
Blue Island	2	9,903.14	2,100.00	1,200.00	700.00	22.80		4,022.80	5,880.34	41	
Bradley	3	3,734.17	1,400.00		165.00	1.60		1,566.60	2,167.57	42	
Braidwood	3	2,832.73	1,200.00		121.40	4.24		1,325.64	1,507.09	47	
Bunkerhill	3	2,872.85	1,300.00	20.00	124.00	5.20		1,449.20	1,423.65	50	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Bushnell	3	$6,300.84	$1,800.00	$100.00	$358.33	$12.72		$2,271.05	$4,029.79	36	
Cairo	2	25,228.62	2,700.00	4,308.15		310.89	$6,530.36	13,849.40	11,379.22	55	In Government building.
Cambridge	3	3,785.90	1,500.00		173.50	3.20		1,676.70	2,109.20	44	
Camppoint	3	2,238.09	1,100.00		129.15	1.68		1,230.83	1,007.26	55	
Canton	2	17,042.36	2,400.00	1,796.75	600.00	46.36	3,153.77	7,996.88	9,045.48	47	
Carbondale	3	6,015.24	1,700.00	266.58	196.00	13.04		2,175.62	3,839.62	36	
Carlinville	3	6,870.15	1,800.00	100.00	344.20	10.24		2,254.44	4,615.71	33	
Carlyle	3	2,755.33	1,200.00		110.00	4.48		1,314.48	1,440.85	48	
Carmi	3	5,207.59	1,700.00	200.00	356.00	8.08		2,264.08	2,943.51	43	
Carrollton	3	4,725.65	1,600.00	300.00	316.00	7.84		2,223.84	2,501.81	47	
Carterville	3	2,406.72	1,000.00	60.00	150.00	4.24		1,214.24	1,192.48	50	
Carthage	3	6,001.75	1,700.00	189.89	394.98	5.76		2,290.63	3,711.12	38	
Casey	3	3,077.32	1,300.00		160.18	4.88		1,465.06	1,612.26	48	
Centralia	2	11,635.65	2,000.00	1,166.30	351.10	23.60		3,541.00	8,094.65	30	
Champaign	2	21,240.51	2,600.00	2,732.60	900.00	228.59	4,747.77	11,208.96	10,031.55	53	
Charleston	2	12,077.56	2,200.00	1,840.76	600.00	90.76	1,485.47	6,216.99	5,860.57	51	
Chatsworth	3	2,897.70	1,100.00	80.00	154.98	1.76		1,286.74	1,610.96	44	
Chenoa	3	3,032.46	1,300.00		277.00	4.08		1,581.08	1,451.38	52	
Chester	3	3,952.23	1,500.00	300.00	240.00	6.48		2,046.48	1,905.75	52	
Chicago	1	6,131,123.04	6,000.00	1,012,653.93	76,990.82	57,222.37	1,284,384.70	2,437,251.83	3,693,871.21	40	Do.
Chicago Heights	3	8,575.08	1,600.00		331.00	13.68		1,944.68	6,630.40	23	
Chillicothe	3	3,306.69	1,400.00		222.50	6.48		1,628.98	1,677.71	49	
Clayton	3	2,245.81	1,000.00	120.00	196.00	2.08		1,318.08	927.73	59	
Clinton	2	10,225.46	2,000.00	800.00	360.00	14.00		3,174.00	7,051.46	31	
Cobden	3	2,504.10	1,200.00		146.64	1.52		1,348.16	1,155.94	54	
Colchester	3	3,442.21	1,300.00	20.00	168.00	.08		1,488.08	1,954.13	43	
Colfax	3	2,219.12	1,000.00		170.00	.96		1,170.96	1,048.16	53	
Collinsville	3	3,121.77	1,300.00		252.00	8.56		1,560.56	1,561.21	50	
Danville	2	28,902.76	2,700.00	3,924.00		139.64	6,671.92	13,435.56	15,467.20	46	Do.
Decatur	1	51,620.81	3,100.00	8,537.50	1,325.22	392.13	10,742.78	24,097.63	27,532.18	47	
Dekalb	2	18,551.40	2,500.00	1,532.97	550.00	15.28	162.85	4,761.10	13,790.30	26	
Delavan	3	3,834.61	1,500.00		254.00	4.24		1,758.24	2,076.37	46	
Dixon	2	18,572.41	2,500.00	2,189.30	800.00	48.48	3,558.82	9,096.60	9,475.81	49	
Downers Grove	3	2,941.70	1,300.00		188.00	2.80		1,490.80	1,450.90	51	
Dundee	3	3,429.27	1,400.00		225.00	4.00		1,629.00	1,800.27	48	
Duquoin	3	6,132.07	1,700.00	60.00	352.00	10.96		2,122.96	4,009.11	35	
Dwight	2	9,177.84	2,000.00	1,000.00	406.00	11.84		3,417.84	5,760.00	37	
Earlville	3	3,363.55	1,300.00	80.00	204.41	3.68		1,588.09	1,775.46	47	
East St. Louis	2	21,563.12	2,500.00	2,928.86	720.00	203.84	7,766.78	14,119.43	7,443.69	65	
Edwardsville	3	5,918.84	1,700.00	30.00	325.00	10.16		2,065.16	3,853.68	35	
Effingham	3	6,924.56	1,800.00	190.00	270.00	18.80		2,278.80	4,645.76	33	

Susanville	3	2,281.24	1,000.00	110.00	144.00	1.20		1,255.20	1,026.04	55	
Sutter Creek	3	2,560.10	1,100.00		196.00	2.68		1,298.08	1,202.02	51	
Truckee	3	4,131.38	1,400.00	100.00	225.00			1,725.00	2,406.38	42	
Tulare	3	4,633.20	1,700.00		360.00	5.20		2,065.20	2,568.00	45	
Ukiah	3	5,446.19	1,600.00	300.00	310.00	9.68		2,219.68	3,226.51	41	
Vacaville	3	4,771.44	1,600.00		307.14	3.68		1,910.82	2,860.62	40	
Vallejo	2	11,743.27	2,100.00	1,600.00	597.55	66.29		4,363.84	7,379.43	37	
Ventura	3	6,815.61	1,800.00	160.00	176.00	9.04		2,145.04	4,670.57	31	
Visalia	2	8,249.99	2,000.00	1,100.00	460.00	11.20		3,571.20	4,678.79	43	
Watsonville	2	9,259.40	2,000.00	1,100.00	360.00	17.10		3,477.10	5,782.30	38	
Whittier	3	2,698.47	1,200.00		172.41	2.00		1,374.41	1,324.06	51	
Willow	3	2,960.62	1,400.00	150.00	232.00	4.08		1,786.08	1,174.54	60	
Winters	3	2,418.79	1,100.00		180.00	.72		1,280.72	1,138.07	53	
Woodland	2	8,463.94	2,000.00	1,100.00	300.00	19.69		3,419.69	5,044.25	40	
Yreka	3	5,335.54	1,700.00	200.00	323.75	6.33		2,230.08	3,105.46	42	
Total		2,168,815.40	198,675.00	329,080.77	58,636.91	19,447.55	413,698.57	1,019,538.80	1,149,276.60	47	
COLORADO.											
Alamosa	3	3,190.23	1,400.00	150.00	278.40			1,828.40	1,361.83	57	
Amethyst	3	3,110.75	1,200.00	80.00	358.00	3.04		1,641.04	1,469.71	53	
Aspen	2	10,557.52	2,200.00	2,100.00	540.00	30.07		4,870.07	5,687.45	46	
Blackhawk	3	2,432.54	1,100.00	50.00	200.00	2.16		1,352.16	1,080.38	56	
Boulder	2	17,441.74	2,400.00	1,952.92	588.50	72.24	2,454.04	7,467.70	9,974.04	43	
Breckenridge	3	3,173.00	1,400.00		206.12	4.32		1,610.44	1,562.56	51	
Buenavista	3	3,470.87	1,400.00	100.00	172.00	3.52		1,675.52	1,795.35	48	
Canon City	2	10,411.60	2,200.00	1,085.33	588.00	17.12		3,890.45	6,521.15	37	
Central City	3	6,062.74	1,800.00	300.00	342.00	10.56		2,452.56	3,610.18	40	
Colorado City	3	3,439.86	1,500.00		226.00	9.20		1,735.20	1,704.66	50	
Colorado Springs	1	66,919.84	3,200.00	11,144.83	2,800.00	620.73	11,217.86	28,983.42	37,936.42	43	
Cripplecreek	2	21,283.09	2,600.00	5,655.49		292.21	3,428.03	11,975.73	9,307.36	56	
Del Norte	3	2,733.25	1,300.00	80.00	60.15	1.60		1,441.75	1,291.50	53	
Delta	3	3,629.16	1,500.00	187.50	250.00	2.80		1,890.30	1,738.86	52	
Denver	1	382,753.37	3,800.00	55,124.61	195.00	3,661.46	85,727.86	148,508.93	234,244.44	39	In Government building.
Durango	2	10,363.23	2,200.00	1,500.00	720.00	14.99		4,434.99	5,928.24	43	
Florence	3	6,813.05	1,800.00	500.00	235.00	14.64		2,549.64	4,263.41	37	
Fort Collins	2	9,067.85	2,000.00	800.00	417.41	35.87		3,253.28	5,814.57	36	
Georgetown	3	2,807.33	1,300.00	200.00	249.88	5.20		1,755.08	1,052.25	63	
Gillett	3	2,057.84	1,000.00		140.00	3.08		1,143.08	914.76	56	
Glenwood Springs	3	4,941.16	1,600.00		253.92	10.00		1,863.92	3,077.24	38	
Golden	3	5,087.65	1,500.00		312.60	9.12		1,821.72	3,265.93	36	
Goldfield	3	1,422.90	500.00		78.74	2.56		581.30	841.60	41	Presidential, Jan. 1, 1899.
Grand Junction	2	8,431.82	2,000.00	1,300.00	298.00	.93		3,598.93	4,832.89	43	
Greeley	2	11,516.28	2,300.00	1,700.00	600.00	100.34	1,787.83	6,488.17	5,028.11	56	
Gunnison	3	3,966.81	1,500.00	100.00	219.95	4.96		1,824.91	2,141.90	46	
Idaho Springs	3	5,828.70	1,800.00		172.00	8.88		1,980.88	3,847.82	34	
Lajunta	3	6,621.34	1,700.00	600.00	331.00	9.12		2,640.12	3,981.22	40	
Lake City	3	2,802.09	1,300.00	140.00	170.00	3.04		1,613.04	1,189.05	58	
Lamar	3	3,605.12	1,300.00	145.76	159.90	2.56		1,608.24	1,996.88	45	
Las Animas	3	2,543.66	1,100.00		155.60	1.76		1,257.36	1,286.30	49	
Leadville	2	24,293.20	2,600.00	5,600.00	900.00	101.95	2,431.63	11,633.58	12,659.62	48	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Knoxville	3	$4,023.01	$1,400.00		$114.24	$5.36		$1,519.60	$2,503.41	38	
Lacon	3	3,447.85	1,500.00		199.25	7.04		1,706.29	1,741.56	49	
Lagrange	3	7,026.35	1,900.00		260.00	37.04		2,197.04	4,829.31	31	
Laharpe	3	3,059.19	1,300.00		166.00	2.16		1,468.16	1,591.03	48	
Lake Forest	3	8,005.31	1,900.00		240.00	40.56		2,180.56	5,824.75	27	
Lanark	3	3,990.61	1,500.00	$100.00	231.24	2 88		1,834.12	2,156.49	46	
Lasalle	2	11,705.08	2,200.00	1,700.00	575.00	17.45	$4,397.14	8,889.59	2,815.49	76	
Laurenceville	3	3,012.19	1,100.00	70.00	189.00	4.08		1,363.08	1,649.11	45	
Lebanon	3	2,469.55	1,100.00		101.98	4.88		1,206.86	1,262.69	49	
Lemont	3	4,004.11	1,400.00		358.00	5.04		1,763.04	2,241.07	44	
Lena	3	2,721.72	1,200.00		223.00	2.72		1,425.72	1,296.00	52	
Leroy	3	3,387.44	1,400.00	4.00	20.00	208.90		1,632.90	1,754.54	48	
Lewistown	3	4,358.96	1,500.00	50.00	253.20	7.92		1,811.12	2,547.84	42	
Lexington	3	3,013.05	1,200.00		224.00	3.92		1,427.92	1,585.13	47	
Lincoln	2	14,188.14	2,400.00	1,900.00	750.00	164.38	3,477.47	8,691.85	5,496.29	61	
Litchfield	3	8,031.86	1,900.00	100.00	360.00	20.64		2,380.64	5,651.22	30	
Lockport	3	4,320.20	1,600.00		250.00	9.12		1,859.12	2,455.08	43	
McLeansboro	3	3,590.34	1,400.00	460.00	44.00	7.52		1,911.52	1,678.82	53	
Macomb	2	10,545.83	2,200.00	1,400.00	599.73	105.29	1,079.68	5,384.70	5,161.13	51	
Marengo	3	4,646.47	1,600.00		234.47	6.24		1,840.71	2,805.76	31	
Marion	3	3,816.17	1,500.00	275.00	165.00	7.28		1,947.28	1,868.89	51	
Maroa	3	2,469.98	1,100.00		161.70	2.32		1,264.02	1,205.96	51	
Marseilles	3	4,852.57	1,600.00		330.17	6.08		1,936.25	2,916.32	40	
Marshall	3	3,935.87	1,500.00	140.00	234.00	8.80		1,882.80	2,053.07	48	
Mason City	3	4,203.53	1,500.00		304.00	5.68		1,809.68	2,393.85	43	
Mattoon	2	14,156.54	2,400.00	2,100.00	750.00	46.96	3,634.95	8,931.91	5,224.63	63	
Maywood	2	10,245.49	2,000.00	1,000.00	360.00	21.92		3,381.92	6,863.57	33	
Mendota	2	8,509.02	2,000.00	1,200.00	361.50	17.43		3,578.93	4,930.09	42	
Metropolis City	3	4,409.27	1,500.00	174.73	294.00	9.28		1,978.01	2,431.26	45	
Milford	3	2,700.80	1,200.00		135.00	1.44		1,336.44	1,364.36	49	
Minonk	3	5,628.64	1,600.00	100.00	325.92	4.56		2,030.48	3,598.16	36	
Moline	2	38,325.17	2,800.00	4,348.33	2,000.00	393.99	7,361.28	16,903.60	21,421.57	44	
Momence	3	3,734.18	1,400.00		221.00	6.00		1,627.00	2,107.18	44	
Monmouth	2	18,089.23	2,500.00	2,300.00		31.34	3,570.63	8,401.97	9,687.26	46	
Monticello	3	6,745.02	1,700.00		257.00	7.84		1,964.84	4,780.18	29	
Morgan Park	3	8,856.30	1,800.00		215.00	14.64		2,059.64	6,796.66	23	
Morris	3	7,819.51	1,800.00		300.00	10.24		2,110.24	5,709.27	27	
Morrison	3	6,329.60	1,800.00	50.00	358.00	7.20		2,215.20	4,114.40	35	
Mound City	3	2,914.49	1,300.00	150.00	205.00	5.76		1,660.76	1,253.73	57	
Mount Carmel	3	5,278.91	1,600.00	450.00	236.00	9.76		2,295.76	2,983.15	43	
Mount Carroll	3	4,771.02	1,600.00		296.00	6.08		1,902.08	2,869.84	40	

Mount Morris	3	6,115.68	1,700.00		331.00	.16		2,031.16	4,084.52	33	
Mount Olive	3	2,930.12	1,100.00		167.35	.80		1,268.15	1,661.97	43	
Mount Pulaski	3	3,478.46	1,400.00		198.78	3.44		1,602.22	1,876.24	46	
Mount Sterling	3	4,299.52	1,500.00	200.00	252.00	4.80		1,956.80	2,342.72	46	
Mount Vernon	2	9,039.80	2,000.00	1,750.00	720.00	18.40		4,488.40	4,551.40	50	
Mowequa	3	2,729.56	1,100.00	40.00	195.00	.88		1,335.88	1,393.68	49	
Murphysboro	3	9,162.43	1,800.00	975.43	408.00	16.72		3,200.15	5,962.28	35	
Naperville	3	8,067.57	1,800.00	60.00	350.00	12.24		2,222.24	5,845.33	28	
Nashville	3	3,637.03	1,400.00	90.00	276.00	4.32		1,770.32	1,866.71	49	
National Stock Yards	2	15,273.72	2,400.00	1,600.00		22.16		4,022.16	11,251.56	26	
Neoga	3	2,500.25	1,100.00	50.00	126.23	2.40		1,278.63	1,221.62	51	
Newman	3	2,813.31	1,300.00		123.60	1.12		1,424.72	1,388.59	51	
Newton	3	3,612.31	1,500.00	150.00	160.00	4.96		1,814.96	1,797.35	50	
Nokomis	3	3,564.62	1,300.00		259.00	3.28		1,553.28	2,011.34	44	
Normal	3	7,243.66	1,800.00	500.00	235.00	14.48		2,549.48	4,694.18	35	
Nunda	3	1,429.42	750.00		107.00	2.08		859.08	570.34	60	Presidential, Oct. 1, 1898.
Oakland	3	2,693.76	1,200.00		242.00	3.44		1,445.44	1,248.32	54	
Oakpark	2	43,963.85	2,700.00	3,536.00	950.00	228.53	8,806.03	16,280.56	27,683.29	37	
Odell	3	3,308.54	1,300.00		250.00	1.68		1,551.68	1,756.86	47	
Olney	3	7,389.55	1,800.00	20.00	355.32	18.00		2,203.32	5,126.23	31	
Onarga	3	3,335.76	1,400.00		222.60	3.80		1,625.80	1,709.96	49	
Oregon	3	4,245.57	1,500.00	70.00	294.00	5.76		1,869.76	2,375.81	44	
Ottawa	2	19,451.25	2,500.00	2,600.00	800.00	291.96	6,167.97	12,359.93	7,091.32	64	
Pana	3	8,759.15	1,900.00	1,600.00	420.00	24.88		2,504.88	6,254.27	29	
Paris	2	11,217.67	2,300.00	1,770.25	650.00	86.36	2,566.80	7,373.41	3,844.26	66	
Paxton	3	7,010.07	1,800.00		408.00	8.56		2,216.56	4,793.51	32	
Pecatonica	3	2,195.88	1,100.00		189.94	2.16		1,292.10	903.78	59	
Pekin	2	12,501.30	2,300.00	1,900.00	500.00	29.24	3,907.29	8,636.53	3,864.77	69	
Peoria	1	147,762.52	3,400.00	17,592.81		949.74	20,558.48	48,501.03	99,261.29	33	In Government building.
Peru	3	5,421.11	1,600.00		236.00	11.24		1,847.28	3,573.83	34	
Petersburg	3	5,361.08	1,600.00	80.00	270.00	7.20		1,957.20	3,403.88	37	
Pinckneyville	3	3,323.35	1,400.00	80.00	237.00	7.60		1,724.60	1,598.75	52	
Piper City	3	1,159.28	500.00		75.20	.64		575.84	583.44	50	Presidential, Jan. 1, 1899.
Pittsfield	3	6,155.45	1,700.00	320.00	358.00			2,378.00	3,777.45	39	
Plano	3	7,321.07	1,400.00		253.00	4.24		1,657.24	5,663.83	23	
Polo	3	6,083.14	1,700.00	100.00	331.00	5.20		2,136.20	3,946.94	35	
Pontiac	2	11,567.89	2,200.00	1,400.00	500.00	37.52	3,049.46	7,186.98	4,380.91	62	
Princeton	2	9,522.42	2,100.00	1,100.00	314.01	20.08		3,534.09	5,988.33	37	
Prophetstown	3	2,528.37	1,100.00		164.00	.96		1,264.96	1,263.41	50	
Quincy	1	79,826.95	3,200.00	12,408.69		744.76	17,490.67	33,844.12	45,982.83	42	In Government building.
Rantoul	3	3,103.50	1,200.00	50.00	169.75	2.56		1,422.31	1,681.19	46	
Riverside	3	2,388.39	1,200.00		196.00	4.72		1,400.72	987.67	59	
Robinson	3	3,160.19	1,400.00	210.00	250.00	4.08		1,864.08	1,296.11	59	
Rochelle	3	4,970.79	1,600.00	30.00	298.00	7.12		1,935.12	3,035.67	39	
Rockfalls	3	5,143.49	1,600.00		274.00	3.20		1,877.20	3,266.29	37	
Rockford	1	68,986.50	3,200.00	10,956.79		431.66	15,995.93	30,584.38	38,402.12	44	Do.
Rock Island	2	48,434.74	2,900.00	6,093.47		341.17	9,248.53	18,583.12	29,851.57	38	Do.
Roodhouse	3	3,642.45	1,400.00	150.00	246.00	5.68		1,801.68	1,840.77	49	
Roseville	3	2,322.40	1,100.00		174.00	1.36		1,275.36	1,047.04	55	
Rossville	3	2,504.47	1,100.00		166.37	1.92		1,268.29	1,236.18	51	
Rushville	3	5,060.42	1,600.00	140.00	332.47	8.72		2,081.19	2,979.23	41	
St. Charles	3	6,824.43	1,700.00		169.95	10.48		1,880.43	4,944.00	28	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Salem	3	$3,631.50	$1,400.00	$80.00	$222.59	$5.76		$1,708.35	$1,923.15	47	
Sandwich	3	6,655.56	1,700.00	20.00	214.00	7.28		1,941.28	4,714.28	29	
Savanna	3	4,721.19	1,600.00	79.94	300.00	7.36		1,987.30	2,733.89	42	
Saybrook	3	2,360.93	1,000.00		151.88	2.80		1,154.68	1,206.25	49	
Shawneetown	3	2,877.06	1,300.00	80.00	163.20	5.92		1,549.12	1,327.94	54	
Sheffield	3	2,464.09	1,100.00		167.00	1.04		1,268.04	1,196.05	51	
Shelbyville	3	7,144.53	1,800.00	79.80	398.66	13.28		2,291.24	4,853.29	32	
Sheldon	3	4,344.05	1,500.00		204.00	3.28		1,707.28	2,636.77	39	
Sparta	3	4,887.57	1,600.00		210.00	6.24		1,816.24	3,071.33	37	
Springfield	1	72,166.16	3,200.00	13,608.15		624.61	$19,940.71	37,373.47	34,792.69	52	In Government building.
Springvalley	3	4,387.47	1,500.00		232.00	7.68		1,739.68	2,647.79	40	
Staunton	3	2,644.84	1,200.00		194.04	3.60		1,397.64	1,247.20	53	
Sterling	2	15,903.09	2,400.00	2,300.00	875.00	1.20	3,535.48	9,111.68	6,791.41	57	
Streator	2	15,177.15	2,400.00	2,400.00	800.00	346.98	6,184.69	12,131.67	3,045.48	80	
Sullivan	3	3,963.64	1,500.00	49.79	232.00	6.00		1,787.79	2,175.85	45	
Sumner	3	2,656.30	1,100.00	150.00	122.34	3.12		1,375.46	1,280.84	52	
Sycamore	3	7,613.76	1,800.00	50.00	289.08	16.64		2,155.72	5,458.04	28	
Taylorville	3	7,607.48	1,900.00	130.00	360.00	10.32		2,400.32	5,207.16	32	
Tiskilwa	3	2,412.95	1,100.00		156.37	2.72		1,259.09	1,153.86	52	
Toulon	3	2,895.74	1,300.00	150.00	248.00	1.60		1,699.60	1,196.14	59	
Tuscola	3	7,943.40	1,900.00	100.00		13.12		2,013.12	5,930.28	25	
Upper Alton	3	2,793.17	1,200.00		196.58	7.20		1,403.78	1,389.39	50	
Urbana	2	11,174.39	2,300.00	1,400.00	649.92	22.80	2,643.04	7,015.76	4,158.63	63	
Vandalia	3	5,488.43	1,600.00	58.32	326.00	7.76		1,992.08	3,496.35	36	
Vienna	3	2,800.56	1,200.00	37.50	164.00	3.92		1,405.42	1,395.14	50	
Virden	3	3,781.72	1,500.00	40.00	204.00	5.68		1,749.68	2,032.04	46	
Virginia	3	3,560.00	1,400.00	40.00	250.00	4.88		1,694.88	1,865.12	45	
Walnut	3	2,129.87	1,000.00		130.00	.88		1,130.88	998.99	53	
Warren	3	3,269.80	1,300.00	40.00	245.30	2.56		1,587.86	1,681.94	49	
Warsaw	3	3,390.12	1,400.00	258.22	304.00	4.64		1,966.86	1,423.26	58	
Washington	3	3,644.97	1,400.00	50.00	172.00	3.52		1,625.52	2,019.45	44	
Watseka	3	6,031.62	1,700.00		358.00	9.12		2,067.12	3,964.50	34	
Waukegan	2	18,198.75	2,300.00	2,000.00	730.00	101.76	4,546.28	9,678.04	8,520.71	53	
Waverly	3	3,094.07	1,400.00		153.63	3.44		1,557.07	1,537.00	50	
Wenona	3	3,564.14	1,500.00	50.00	286.00	3.20		1,839.20	1,724.94	52	
West Chicago	3	6,777.82	1,400.00	60.00	260.00	8.16		1,728.16	5,049.66	25	
Western Springs	3	1,024.42	550.00		18.00	.96		568.96	454.46	56	Presidential, Jan. 1, 1899.
Wheaton	3	13,721.35	1,800.00	550.00	460.00	24.84		2,834.84	10,886.51	21	
Whitehall	3	4,105.32	1,500.00	58.75	239.00	5.68		1,803.43	2,301.89	44	
Wilmette	3	7,129.22	1,600.00		174.00	13.52		1,687.52	5,441.70	25	
Wilmington	3	2,636.67	1,200.00		100.00	4.88		1,364.88	1,271.79	52	

FLORIDA.											
Apalachicola	3	2,904.73	1,300.00		210.00	6.96		1,516.96	1,387.77	52	
Bartow	3	4,071.24	1,600.00	450.00	308.83	10.40		2,369.23	1,702.01	58	
Daytona	3	4,727.21	1,500.00	60.00	262.67	16.08		1,838.75	2,888.46	39	
Deland	3	5,403.92	1,700.00		306.00	9.68		2,015.68	3,388.24	37	
Eustis	3	1,915.35	1,000.00		147.00	2.00		1,149.00	766.35	60	
Fernandina	3	8,872.35	1,700.00	39.97	255.74	53.74		2,049.45	6,822.90	23	
Gainesville	3	7,369.03	1,900.00	500.00	300.00	30.16		2,730.16	4,638.87	37	
Jacksonville	1	95,645.70	3,200.00	12,867.89		955.31	12,723.80	29,747.00	65,898.70	31	In Government building.
Keywest	2	14,196.80	2,400.00	2,150.96		201.46	2,503.93	7,256.35	6,940.45	51	Do.
Kissimmee	3	2,250.08	1,000.00	60.00	192.00	4.32		1,256.32	993.76	56	
Lake City	3	4,081.87	1,400.00	300.00	300.00	12.48		2,012.48	2,069.39	49	
Lakeland	3	3,162.78	1,200.00	200.00	166.00	15.92		1,581.92	1,580.86	50	
Leesburg	3	2,763.30	1,300.00	120.00	197.45	7.44		1,624.89	1,138.41	59	
Live-oak	3	3,080.16	1,300.00	200.00	60.10	8.08		1,568.18	1,511.98	51	
Madison	3	2,519.18	1,200.00	149.50	114.00	6.00		1,469.50	1,049.68	58	
Miami	3	7,885.68	1,600.00	300.00	311.25	92.80		2,304.05	5,581.63	29	
Monticello	3	3,801.03	1,400.00		117.85	5.68		1,523.53	2,277.50	40	
Ocala	2	8,482.19	2,000.00	1,800.00	250.00	53.51		4,103.51	4,378.68	48	
Orlando	3	7,301.71	1,900.00	280.00	460.00	21.28		2,661.28	4,640.43	36	
Palatka	3	7,654.09	1,900.00	350.00	65.00	33.04		2,348.04	5,306.05	31	
Pensacola	2	21,836.03	2,600.00	3,366.29		74.65	4,278.43	10,319.37	11,516.66	47	Do.
Port Tampa	3	1,348.45	900.00	150.00	100.00	2.72		1,152.72	195.73	85	Presidential, Oct. 1, 1898.
Punta Gorda	3	2,045.58	1,100.00	420.00	144.00	3.04		1,667.04	378.54	81	
Quincy	3	2,423.87	1,400.00	180.00	163.00	7.92		1,750.92	672.95	72	
St. Augustine	2	14,125.85	2,300.00	3,570.63		88.27	2,114.36	8,073.26	6,052.59	57	In Government building.
St. Petersburg	3	2,835.59	2,200.00	100.00	196.00	6.72		1,502.72	1,332.87	53	
Sanford	3	4,330.51	1,600.00	400.00	455.00	10.32		2,465.32	1,865.19	57	
Starke	3	2,347.60	1,000.00	30.00	120.00	3.44		1,153.44	1,194.16	49	
Tallahassee	2	8,697.48	2,000.00	1,000.00		37.92		3,037.92	5,659.56	35	Do.
Tampa	2	35,297.75	2,700.00	4,799.12	1,033.65	498.20	6,598.51	15,629.48	19,668.27	44	
Titusville	3	2,946.98	1,400.00	40.00	271.75	9.84		1,721.59	1,225.39	58	
West Palmbeach	3	2,907.09	1,200.00	200.00	174.00	9.52		1,583.52	1,323.57	54	
Total		299,231.18	51,900.00	34,084.36	6,681.29	2,298.90	28,219.03	123,183.58	176,047.60	41	
GEORGIA.											
Albany	2	11,590.49	2,100.00	1,100.00	425.13	44.32		3,669.45	7,921.04	32	
Americus	2	11,344.12	2,300.00	1,500.00	750.00	127.24	3,638.78	8,316.02	3,028.10	73	
Athens	2	17,849.50	2,400.00	2,100.00	600.00	90.30	4,146.40	9,336.70	8,512.80	52	
Atlanta	1	290,087.88	3,700.00	41,506.52		2,057.51	48,565.88	95,829.41	194,260.47	33	In Government building.
Augusta	1	66,588.22	3,100.00	9,111.92		615.49	16,787.16	29,614.57	36,973.65	44	Do.
Bainbridge	3	4,426.37	1,500.00	50.00	213.00	18.16		1,781.16	2,645.21	40	
Barnesville	3	4,512.61	1,500.00	250.00	180.00	14.16		1,944.16	2,568.45	43	
Brunswick	2	14,133.60	2,400.00	1,700.00	775.00	53.47	3,517.76	8,446.23	5,687.37	60	
Carrollton	3	2,957.54	1,300.00	250.00	223.00	7.44		1,780.44	1,177.10	60	
Cartersville	3	4,767.01	1,600.00	400.00	250.00	21.36		2,271.36	2,495.65	48	
Cedartown	3	3,196.04	1,300.00	40.00	204.81	14.88		1,559.69	1,636.35	49	
Columbus	2	30,025.88	2,700.00	3,683.68		370.71	7,516.01	14,270.40	15,755.48	48	Do.
Cordele	3	6,146.72	1,700.00	100.00	291.00	19.46		2,110.46	4,036.26	34	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Fort Wayne	1	$87,466.39	$3,300.00	$12,199.85		$878.93	$17,236.71	$33,615.49	$53,850.90	37	In Government building.
Fowler	3	3,567.11	1,400.00	40.00	$202.00	5.20		1,647.20	1,919.91	46	
Frankfort	2	13,466.93	2,400.00	1,900.00	600.00	79.63	4,384.89	9,364.52	4,102.46	70	
Franklin	3	8,480.77	1,900.00	800.00	450.00	23.98		3,173.98	5,306.79	37	
Frankton	3	1,930.00	825.00		62.25	4.80		892.05	1,037.95	46	Presidential, Oct. 1, 1898.
Garrett	3	3,921.97	1,400.00		168.00	8.40		1,576.40	2,345.57	40	
Gas City	3	4,713.22	1,500.00		255.00	13.28		1,768.28	2,944.94	38	
Geneva	3	1,950.41	1,100.00		167.00	3.20		1,270.20	680.21	65	
Goodland	3	3,528.24	1,300.00	60.00	196.00	3.28		1,559.28	1,968.96	44	
Goshen	2	21,796.99	2,500.00	2,500.00	388.88	86.66	4,661.64	10,137.18	11,659.81	47	
Greencastle	2	9,189.72	2,100.00	1,500.00	334.25	56.69		3,990.94	5,198.78	43	
Greenfield	3	8,983.58	1,800.00	450.00	230.00	29.12		2,509.12	6,474.46	28	
Greensburg	3	9,396.91	1,900.00	700.00	460.00	29.84		3,089.84	6,307.07	33	
Hagerstown	3	1,066.52	500.00		27.50	2.32		529.82	536.70	50	Presidential, Jan. 1, 1899.
Hammond	2	28,694.10	2,300.00	2,201.07	600.00	36.97	3,828.97	8,967.01	19,727.09	31	
Hartford City	3	8,620.87	1,900.00	150.00	183.00	30.24		2,263.24	6,357.63	26	
Huntingburg	3	3,313.36	1,300.00	300.00	200.00	7.60		1,807.60	1,505.76	55	
Huntington	2	14,140.27	2,300.00	1,851.08	700.00	50.59	3,631.00	8,532.67	5,607.60	60	
Indianapolis	1	431,115.47	3,800.00	71,937.17	2,050.00	4,779.18	92,688.26	175,254.61	255,860.86	41	In Government building.
Jasper	3	2,502.99	1,100.00	200.00	116.00	2.96		1,418.96	1,084.03	57	
Jeffersonville	2	10,558.52	2,200.00	1,440.78	430.00	64.86	2,638.26	6,773.90	3,784.62	64	
Jonesboro	3	4,535.03	1,400.00	116.63	156.00	4.40		1,677.03	2,858.00	37	
Kendallville	3	8,175.34	1,900.00	70.00	276.00	17.60		2,263.60	5,911.74	28	
Kentland	3	3,100.51	1,300.00	124.72	228.00	2.48		1,655.20	1,445.31	53	
Knightstown	3	5,284.41	1,600.00	40.00	257.63	13.92		1,911.55	3,372.86	36	
Knox	3	2,655.41	1,200.00		145.06	5.28		1,350.34	1,305.07	51	
Kokomo	2	20,133.25	2,500.00	2,379.08	700.00	60.32	4,747.25	10,386.65	9,746.60	52	
Ladoga	3	2,494.47	1,000.00	50.00	124.00	4.08		1,178.08	1,316.39	47	
Lafayette	1	45,503.05	3,000.00	7,154.52		476.16	12,884.22	23,514.90	21,988.15	52	Do.
Lagrange	3	4,133.92	1,500.00		287.19	6.40		1,793.59	2,340.33	43	
Laporte	2	16,282.47	2,400.00	2,000.00	800.00	102.16	4,039.04	9,941.20	6,341.27	61	
Lawrenceburg	3	6,968.16	1,900.00	300.00	152.10	32.80		2,384.90	4,583.26	34	
Lebanon	2	10,836.02	2,000.00	1,400.00	549.58	38.67		3,983.25	6,852.77	37	
Liberty	3	3,861.73	1,400.00	150.00	304.00	10.64		1,864.64	1,997.09	48	
Ligonier	3	6,020.97	1,700.00	60.00	330.71	8.48		2,099.19	3,921.78	35	
Linton	3	2,532.02	1,100.00		126.10	2.56		1,228.66	1,303.36	49	
Logansport	2	25,662.36	2,600.00	3,225.00	1,000.00	416.56	7,938.61	15,180.17	10,482.19	59	
Lowell	3	2,577.57	1,100.00		166.00	1.76		1,267.76	1,309.81	49	
Madison	2	10,636.70	2,200.00	1,900.00		45.28	3,537.95	7,681.23	2,955.47	72	
Marion	2	27,825.07	2,700.00	4,666.02	700.00	450.80	8,593.44	17,110.26	10,714.81	61	
Martinsville	3	11,689.37	1,800.00	300.00	340.76	27.84		2,468.60	9,220.77	21	

Michigan City	2	11,859.19	2,300.00	1,886.14	656.09	39.78	4,154.47	9,036.48	2,822.71	76		
Middletown	3	2,602.10	1,100.00	100.00	108.00	6.56		1,314.56	1,287.54	51		
Milford	3	1,602.42	750.00		79.07	2.16		831.23	771.19	52	Presidential, Oct. 1, 1898.	
Mishawaka	2	11,805.90	2,100.00	1,300.00	360.00	35.97		3,795.97	8,009.93	32		
Mitchell	3	4,077.64	1,500.00	150.00	152.00	9.60		1,811.60	2,266.04	44		
Monon	3	2,807.03	1,100.00	30.00	166.00	4.96		1,300.96	1,006.07	56		
Monticello	3	5,069.26	1,600.00	150.00	256.00	9.92		2,015.92	3,053.34	40		
Montpelier	3	5,536.82	1,700.00		174.96	14.80		1,889.76	3,647.06	34		
Mount Vernon	3	6,475.02	1,800.00	90.00	284.00	14.40		2,188.40	4,286.62	24		
Muncie	2	36,696.54	2,800.00	5,917.28	891.96	833.13	9,444.48	19,886.85	17,308.69	53		
Nappanee	3	3,656.96	1,300.00		224.60	2.24		1,526.84	2,130.12	42		
New Albany	2	17,587.39	2,500.00	2,800.00		195.86	8,616.16	14,112.02	3,475.37	80	In Government building.	
New Carlisle	3	2,035.77	1,000.00		174.00	2.16		1,176.16	859.61	58		
Newcastle	3	8,912.19	1,800.00	250.00	334.00	23.60		2,407.60	6,504.59	27		
New Harmony	3	2,626.58	1,100.00		173.80	3.28		1,277.18	1,349.35	49		
Noblesville	3	7,148.01	1,800.00	246.52	330.00	27.52		2,454.04	4,690.97	24		
North Manchester	3	5,734.97	1,700.00	200.00	296.00	11.52		2,207.52	3,527.45	38		
North Vernon	3	6,798.19	1,700.00	350.00	260.00	14.24		2,324.24	4,473.95	34		
Notre Dame	2	11,107.80	2,000.00	1,087.09	255.00	15.31		3,357.40	7,750.40	30		
Oakland City	3	3,921.63	1,300.00	300.00	139.25	7.04		1,746.29	1,875.34	43		
Orleans	3	2,397.90	1,100.00	100.00	142.75	4.80		1,348.55	1,048.45	56		
Osgood	3	584.46	275.00	50.00	28.90	.40		354.30	230.16	61	Presidential, Apr. 1, 1899.	
Paoli	3	2,356.27	1,100.00	150.00	140.95	4.16		1,395.11	961.16	59		
Pendleton	3	2,741.14	1,200.00		147.00	5.52		1,352.52	1,388.62	49		
Peru	2	13,618.56	2,400.00	2,100.00	700.00	114.82	3,550.78	8,865.55	4,752.01	85		
Petersburg	3	3,869.14	1,500.00	200.00	170.00	4.64		1,874.64	1,994.50	43		
Plainfield	3	2,941.81	1,300.00		197.70	5.04		1,412.74	1,529.07	48		
Plymouth	3	7,702.25	1,900.00	116.42	400.00	22.96		2,439.38	5,262.87	23		
Portland	3	7,899.91	1,900.00	574.73	308.50	30.88		2,814.11	5,085.80	37		
Princeton	2	9,457.41	2,100.00	1,400.00	500.00	30.62		4,030.62	5,426.79	43		
Redkey	3	3,158.51	1,400.00	40.00	190.00	7.28		1,637.28	1,521.23	53		
Remington	3	2,887.62	1,200.00	61.67	152.00	2.08		1,415.75	1,471.87	49		
Rensselaer	3	4,944.89	1,600.00	183.15	331.00	10.96		2,125.11	2,819.78	43		
Richmond	2	38,445.01	2,900.00	6,141.57	1,500.00	429.43	11,956.88	22,929.88	15,515.13	54		
Ridgeville	3	3,985.76	1,200.00	20.00	132.00	5.36		2,063.36	1,922.40	30		
Risingsun	3	2,330.92	1,100.00	200.00	165.00	4.24		1,469.24	861.68	63		
Rochester	3	6,372.02	1,700.00	60.00	338.00	14.72		2,112.72	4,259.30	31		
Rockport	3	4,209.46	1,500.00	200.00	254.00	5.52		1,959.52	2,249.94	47		
Rockville	3	5,346.54	1,500.00	179.00	242.00	6.96		1,918.96	1,927.58	59		
Rushville	2	9,589.95	2,000.00	800.00	600.00	41.96		3,441.96	6,097.99	38		
Salem	3	3,557.92	1,400.00	200.00	250.00	7.92		1,857.92	1,700.00	52		
Seymour	2	10,321.41	2,100.00	1,200.00	500.00	44.27		3,844.27	6,477.14	37		
Shelbyville	2	12,908.76	2,300.00	2,000.00	550.00	41.43	3,405.72	8,297.15	4,611.61	64		
Sheridan	3	2,711.27	1,100.00	50.00	144.44	5.76		1,300.20	1,411.07	48		
South Bend	1	63,442.45	3,200.00	9,222.79		906.78	13,957.95	27,287.47	36,154.98	43	In Government building.	
South Whitley	3	2,513.61	1,000.00	80.00	174.00	2.24		1,256.24	1,257.37	50		
Spencer	3	4,379.90	1,500.00	240.00	253.00	9.12		2,001.12	2,378.78	46		
Sullivan	3	5,549.24	1,700.00	127.50	218.00	17.84		2,063.34	3,485.90	37		
Summitville	3	2,576.66	1,100.00		164.15	4.56		1,268.71	1,307.95	49		
Tell City	3	2,836.35	1,300.00	120.00	181.08	2.88		1,603.96	1,232.39	57		
Terre Haute	1	72,199.05	3,200.00	10,260.00		690.20	17,414.25	31,564.45	40,634.60	44	Do.	
Thorntown	3	3,593.70	1,400.00		179.00	6.00		1,585.00	2,008.70	44		

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Tipton	3	$6,062.42	$1,700.00	$300.00	$281.00	$24.32		$2,305.32	$3,757.10	38	
Union City	3	7,247.29	1,800.00	250.00	460.00	23.92		2,533.92	4,713.37	35	
Upland	3	1,377.17	500.00	25.00	87.00	1.92		613.92	763.25	45	Presidential, Jan. 1, 1899.
Valparaiso	2	16,678.77	2,400.00	2,542.12	550.00	52.80	$3,579.45	9,124.37	7,554.40	55	
Veedersburg	3	2,639.82	1,100.00	200.00	156.66	4.80		1,461.46	1,178.36	55	
Vevay	3	2,588.34	1,200.00	400.00	208.00	3.28		1,811.28	777.06	70	
Vincennes	2	17,103.37	2,500.00	3,055.98	600.00	104.22	4,119.94	10,380.14	6,723.23	61	
Wabash	2	15,266.67	2,400.00	1,800.00	600.00	65.38	3,527.72	8,393.10	6,873.57	55	
Walkerton	3	469.08	250.00		29.50	1.20		280.70	188.38	60	Presidential, Apr. 1, 1899.
Warren	3	3,053.34	1,100.00		135.60	5.92		1,241.52	1,811.82	41	
Warsaw	2	9,359.47	2,000.00	1,000.00	518.80	34.26		3,553.06	5,806.41	38	
Washington	2	9,323.87	2,100.00	1,600.00	100.00	78.78	2,320.82	6,199.60	3,124.27	66	
Warterloo	3	1,195.14	550.00		70.00	2.64		622.64	572.50	52	Presidential, Jan. 1, 1899.
West Baden	3	1,211.27	550.00	20.00	50.00	10.80		630.80	580.47	52	Do.
Whiting	3	3,165.55	1,400.00		222.00	6.96		1,628.96	1,536.59	51	
Williamsport	3	2,746.75	1,000.00	40.00	164.00	5.68		1,209.68	1,537.07	44	
Winamac	3	3,816.95	1,500.00		148.00	5.76		1,653.76	2,163.19	43	
Winchester	3	6,962.46	1,700.00	140.00	347.81	30.24		2,218.05	4,744.41	32	
Worthington	3	4,368.98	1,500.00	70.00	214.50	9.84		1,794.34	2,574.64	42	
Total		1,936,723.48	258,000.00	233,010.59	45,597.06	14,495.24	317,852.37	868,955.26	1,067,768.22	45	
INDIAN TERRITORY.											
Ardmore	2	10,021.23	2,100.00	1,100.00	500.00	1.35		3,701.35	6,319.88	37	
Atoka	3	1,022.69	550.00	100.00	4.60	1.36		655.96	366.73	64	Presidential, Jan. 1, 1899.
Chickasha	3	4,242.29	1,300.00	50.00	125.05	9.92		1,484.97	2,757.32	35	
Claremore	3	2,757.28	1,200.00	60.00	167.00	4.00		1,431.00	1,326.28	52	
Coalgate	3	2,154.43	1,000.00	40.00	143.75	.40		1,184.15	970.28	55	
Davis	3	1,595.26	500.00	85.00	30.25	.64		615.89	979.37	39	Do.
Durant	3	2,843.41	825.00	112.50	122.40	3.60		1,063.50	1,779.91	37	Presidential, Oct. 1, 1898.
Hartshorne	3	1,234.85	550.00		25.55	1.44		576.99	657.86	47	Presidential, Jan. 1, 1899.
Muscogee	3	7,457.40	1,800.00	400.00	253.40	16.16		2,469.56	4,987.84	33	
Pauls Valley	3	3,323.50	1,200.00	200.00	179.45	4.16		1,683.61	1,639.89	51	
Purcell	3	4,337.96	1,600.00	240.00	29.20	7.84		1,877.04	2,460.92	43	
South McAlester	3	7,643.28	1,800.00	200.00	420.00	20.80		2,440.80	5,202.48	32	
Tahlequah	3	2,127.74	1,200.00	100.00	134.45	2.72		1,437.17	690.57	68	
Tulsa	3	2,289.67	900.00	30.00	110.55	2.88		1,043.43	1,246.24	46	Presidential, Oct. 1 1898.
Vinita	3	5,597.74	1,700.00	80.00	146.45	15.52		1,941.97	3,655.77	35	

Wagoner	3	4,233.78	1,500.00	200.00	138.00	9.52		1,847.52	2,386.26	44	
Wynnewood	3	2,936.07	1,100.00	50.00	113.00	2.06		1,265.96	1,670.11	43	
Total		65,818.58	20,825.00	3,147.50	2,643.10	105.27		26,720.87	39,097.71	41	
IOWA.											
Ackley	3	3,482.78	1,400.00	30.00	244.00	3.44		1,677.44	1,805.34	48	
Adair	3	2,655.32	1,100.00	90.00	189.89	1.84		1,381.73	1,273.59	52	
Adel	3	3,206.49	1,300.00		196.00	1.28		1,497.28	1,709.21	47	
Afton	3	3,130.56	1,200.00		223.46	2.32		1,425.78	1,704.78	46	
Akron	3	2,614.76	1,100.00		165.99	5.28		1,271.27	1,343.49	49	
Albia	3	5,812.55	1,700.00	300.00	135.00	12.32		2,147.32	3,665.23	37	
Algona	3	7,616.80	1,800.00	390.00	360.00	8.88		2,558.88	5,057.92	34	
Alta	3	2,988.74	1,100.00	30.00	223.00	1.44		1,354.44	1,634.30	45	
Alton	3	2,431.49	1,100.00		95.00	1.04		1,196.04	1,235.45	49	
Ames	3	7,556.40	1,800.00	300.00	360.00	6.96		2,466.96	5,089.44	33	
Anamosa	3	5,948.49	1,700.00	200.00	333.00	7.20		2,240.20	3,708.29	38	
Anita	3	3,916.40	1,400.00	30.00	190.00	2.00		1,622.00	2,294.40	41	
Armstrong	3	2,369.91	1,100.00	30.00	151.20	.08		1,281.28	1,088.63	54	
Atlantic	2	9,801.49	2,100.00	1,600.00	630.00		2,510.28	6,840.28	2,961.21	70	
Audubon	3	4,592.00	1,600.00	200.00	254.00	3.84		2,057.84	2,534.16	45	
Avoca	3	3,302.63	1,400.00	200.00	277.00	3.68		1,880.68	1,421.95	57	
Bancroft	3	2,279.74	1,100.00	24.95	190.00	1.44		1,316.39	963.35	57	
Battlecreek	3	1,106.62	500.00		64.20	.16		564.36	542.26	51	Presidential, Jan. 1, 1899.
Bedford	3	5,293.15	1,600.00	40.00	236.00	3.76		1,879.76	3,413.39	36	
Belle Plaine	3	5,024.46	1,600.00	90.00	296.00	5.28		1,991.28	3,033.18	40	
Bellevue	3	2,646.32	1,200.00	160.00	166.00	3.60		1,529.60	1,116.72	58	
Belmond	3	3,493.97	1,400.00		184.00	2.64		1,586.64	1,907.33	45	
Bloomfield	3	4,682.43	1,600.00	40.00	229.00	5.60		1,874.60	2,807.83	40	
Bonaparte	3	2,478.50	1,000.00		161.65	3.44		1,165.09	1,313.41	47	
Boone	2	12,340.80	2,300.00	1,600.00	600.00	43.31	3,091.14	7,634.45	4,706.35	62	
Britt	3	4,364.91	1,500.00	100.00	154.00	3.44		1,757.44	2,607.47	40	
Brooklyn	3	3,265.40	1,300.00		175.00	2.40		1,477.40	1,788.00	45	
Buffalo Center	3	2,417.46	1,100.00		130.55	.80		1,231.35	1,186.11	51	
Burlington	1	52,616.29	3,100.00	8,308.15		478.94	12,269.20	24,156.29	28,460.00	46	In Government building.
Carroll	3	7,256.95	1,900.00	350.00	460.00	7.20		2,717.20	4,539.75	37	
Cascade	3	1,091.60	500.00		50.00	.24		550.24	541.36	50	Presidential, Jan. 1, 1899.
Cedarfalls	2	12,948.41	2,300.00	2,025.00	500.00	20.32	2,833.32	7,678.64	5,269.77	59	
Cedar Rapids	1	74,692.01	3,200.00	9,286.51		399.80	11,091.92	23,978.23	50,713.78	32	In Government building.
Centerville	3	8,059.89	1,900.00	739.35	460.00	14.24		3,113.59	4,946.30	39	
Chariton	3	7,629.81	1,900.00	240.00	379.30	10.72		2,530.02	5,099.29	33	
Charles City	2	9,713.18	2,000.00	1,195.53	430.00	14.14		3,639.97	6,073.21	37	
Charter Oak	3	2,941.84	1,200.00		164.00	1.76		1,365.76	1,576.08	46	
Cherokee	2	8,346.75	2,000.00	800.00	474.30	10.56		3,284.86	5,061.89	39	
Clarinda	2	8,437.76	2,000.00	1,677.72	450.01	10.80		4,138.53	4,299.23	49	
Clarion	3	3,923.81	1,400.00	219.78	254.00	2.08		1,875.86	2,047.95	48	
Clarksville	3	3,058.59	1,200.00		166.00	1.28		1,367.28	1,691.31	45	
Clearlake	3	3,841.32	1,500.00	75.00	254.00	6.16		1,835.16	2,006.16	48	
Clinton	2	27,283.41	2,700.00	3,625.00	1,112.50	485.20	4,824.70	12,747.40	14,536.01	47	
Colfax	3	3,967.37	1,500.00		234.00	4.16		1,738.16	2,229.21	44	
Columbus Junction	3	3,222.98	1,300.00	90.00	223.00	3.60		1,616.60	1,606.38	50	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Coon Rapids	3	$2,771.20	$1,200.00	$100.00	$196.00	$0.56		$1,496.56	$1,274.64	54	
Corning	3	5,758.44	1,700.00	240.00	358.00	4.80		2,302.80	3,455.64	40	
Correctionville	3	2,824.89	1,200.00		193.65	1.76		1,395.41	1,429.48	49	
Corydon	3	3,259.67	1,380.00		123.00	3.92		1,426.92	1,832.75	44	
Council Bluffs	1	50,943.54	3,100.00	9,266.12		468.61	$12,236.83	25,071.56	25,871.98	49	In Government building.
Creston	3	5,963.43	1,700.00	160.00	240.00	4.08		2,104.08	3,879.35	35	
Creston	2	12,950.38	2,300.00	2,593.48	800.00	33.76	3,629.84	9,357.08	3,602.30	72	
Davenport	1	71,306.62	3,200.00	8,650.00		336.01	14,594.89	26,780.90	44,525.72	37	Do.
Decorah	2	14,945.07	2,400.00	2,000.00	550.00	11.20	1,580.62	6,541.82	8,402.25	44	
Denison	3	7,183.40	1,800.00	150.00	300.00	6.50		2,256.50	4,926.90	31	
Des Moines	1	251,525.13	3,600.00	35,329 72	2,600.00	1,088.22	33,028.22	75,646.17	175,878.96	30	Do.
Dewitt	3	3,313.93	1,400.00		192.95	2.32		1,595.27	1,717.76	48	
Dexter	3	2,208.27	1,000.00		132.00	1.28		1,133.28	1,074.99	51	
Dows	3	2,676.31	1,100.00	50.00	196.00	.96		1,345.96	1,330.35	50	
Dubuque	1	75,994.31	3,200.00	12,401.98		656.19	18,704.74	34,962.91	41,032.30	46	Do.
Dunlap	3	3,615.94	1,400.00		261.45	2.74		1,664.19	1,951.75	46	
Dyersville	3	3,010.95	1,200.00	100.00	172.50	2.32		1,474.82	1,535.23	49	
Dysart	3	1,886.18	825.00		115.16	1.12		941.28	944.90	50	Presidential, Oct. 1, 1898.
Eaglegrove	3	5,701.51	1,700.00	80.00	322.00	8.48		2,110.48	3,591.03	37	
Eldon	3	2,610.26	1,200.00	90.00	173.21	3.76		1,466.97	1,143.29	56	
Eldora	3	6,266.89	1,800.00	60.00	360.00	6.32		2,226.32	4,040.48	36	
Elkader	3	2,989.61	1,300.00	40.00	198.40	1.52		1,539.92	1,449.69	51	
Elma	3	2,139.35	1,000.00	30.00	112.00	1.52		1,143.52	989.83	54	
Emmetsburg	3	7,078.78	1,800.00		400.00	7.04		2,207.04	4,871.74	31	
Estherville	3	6,925.34	1,700.00	200.00	242.56	5.76		2,248.32	4,677.02	32	
Ezira	3	1,164.76	500.00		76.72	2.24		578.96	585.80	50	Presidential, Jan. 1, 1899.
Fairfield	2	9,637.89	2,100.00	1,566.28	600.00	16.13	2,528.26	6,810.67	2,827.22	70	
Farmington	3	3,192.47	1,100.00	30.00	160.00	2.12		1,292.12	1,899.35	40	
Fayette	3	2,894.19	1,300.00	50.00	222.00	1.36		1,574.36	1,319.83	54	
Fonda	3	3,295.73	1,300.00	100.00	200.00	3.48		1,603.48	1,692.25	49	
Forest City	3	4,365.06	1,600.00	100.00	280.99	4.48		1,985.47	2,379.59	45	
Fort Dodge	2	20,352.48	2,500.00	2,302.71		162.00	3,452.25	8,416.96	11,935.47	41	In Government building.
Fort Madison	2	12,559.79	2,300.00	1,600.00	800.00	111.98	4,581.74	9,393.72	3,166.07	75	
Garner	3	3,743.08	1,400.00	20.00	232.00	2.48		1,654.48	2,088.60	44	
Gladbrook	3	2,370.54	1,000.00		136.91	.16		1,137.07	1,233.47	48	
Glenwood	3	5,319.59	1,700.00		256.00	6.48		1,962.48	3,357.11	37	
Glidden	3	1,120.42	500.00	25.00	77.18	.64		602.77	517.65	53	Presidential, Jan. 1, 1899.
Grand Junction	3	2,501.60	1,100.00		144.00	2.56		1,246.56	1,255.04	50	
Greene	3	3,156.53	1,300.00		206.00	1.12		1,506.12	1,650.41	48	
Greenfield	3	3,628.68	1,400.00	60.00	209.99	2.72		1,672.71	1,955.92	46	
Grinnell	2	12,412.54	2,300.00	1,400.02	400.00	131.44	1,982.70	6,214.16	6,198.38	50	

Griswold	3	2,781.12	1,200.00		171.47	.88		1,372.35	1,408.77	49		
Grundy Center	3	3,880.71	1,500.00	180.00	303.00	2.00		1,985.00	1,895.71	51		
Guthrie Center	3	3,860.97	1,500.00	299.41	253.58	1.84		2,054.83	1,806.14	53		
Hamburg	3	4,472.64	1,800.00	60.00	294.00	5.04		1,959.04	2,513.60	44		
Hampton	3	6,569.37	1,700.00	190.00	358.00	4.16		2,252.16	4,317.21	34		
Harlan	3	5,123.77	1,700.00	40.00	331.00	3.68		2,074.08	3,049.69	40		
Hartley	3	2,875.82	1,300.00		230.00	.56		1,530.56	1,345.32	53		
Hawarden	3	4,389.11	1,500.00	150.00	286.73	4.48		1,941.21	2,447.90	44		
Hedrick	3	2,218.73	1,000.00	50.00	162.75	2.40		1,215.15	998.58	55		
Holstein	3	2,802.48	1,100.00		190.00	.56		1,290.56	1,511.92	46		
Hull	3	2,802.48	1,100.00		190.00	.56		1,290.56	1,511.92	46		
Humboldt	3	4,606.63	1,500.00	40.00	294.00	2.88		1,836.88	2,769.75	40		
Humeston	3	2,576.37	1,100.00	100.00	148.95	1.28		1,350.23	1,226.14	52		
Idagrove	3	4,859.61	1,600.00		331.00	3.68		1,984.68	2,924.93	40		
Independence	2	9,754.08	2,100.00	1,200.00	500.00	11.28	1,753.71	5,564.99	4,189.09	57		
Indianola	3	6,944.96	1,800.00	90.00	298.00	5.04		2,193.04	4,751.92	23		
Iowa City	2	25,340.81	2,700.00	3,100.00	1,268.36	174.21	4,397.44	11,635.01	13,705.80	46		
Iowa Falls	3	7,943.91	1,800.00	120.00	410.00	8.24		2,338.24	5,605.67	29		
Ireton	3	2,136.22	1,000.00		156.25	.56		1,156.81	979.41	54		
Jefferson	3	6,499.46	1,700.00		240.00	6.24		1,946.24	4,553.22	30		
Keokuk	1	42,913.94	3,000.00	6,400.00		333.87	8,154.01	17,887.88	25,026.06	42	In Government building.	
Keosauqua	3	2,714.61	1,200.00	97.00	151.50	3.12		1,451.62	1,262.99	53		
Keota	3	2,437.29	1,100.00		108.00	.88		1,208.88	1,228.41	50		
Kingsley	3	2,560.48	1,100.00		196.00	.56		1,296.56	1,263.92	51		
Knoxville	3	6,243.40	1,700.00	400.00	348.00	7.28		2,455.28	3,788.12	39		
Lake City	3	5,133.04	1,500.00	80.00	281.00	4.96		1,815.96	3,317.08	35		
Lake Mills	3	2,820.09	1,100.00	130.00	164.00	2.16		1,396.16	1,423.93	50		
Lamoni	3	3,887.89	1,500.00		203.25	1.52		1,704.77	2,183.12	44		
Lansing	3	2,840.32	1,200.00	80.00	250.00	2.64		1,532.64	1,307.68	54		
Laporte City	3	3,092.89	1,300.00	10.00	223.00	3.36		1,536.36	1,556.53	50		
Laurens	3	2,712.16	1,100.00		173.93	2.16		1,276.09	1,436.07	47		
Lemars	2	11,484.74	2,200.00	1,800.00	700.00	36.12		4,736.12	6,748.62	41		
Lenox	3	2,840.88	1,200.00		219.87	1.92		1,421.79	1,419.09	50		
Leon	3	4,240.04	1,500.00	80.00	279.00	6.16		1,815.16	2,424.88	43		
Lisbon	3	4,073.19	1,600.00		192.00	1.36		1,793.36	2,279.83	44		
Logan	3	3,725.60	1,400.00	100.00	249.88	4.56		1,754.44	1,971.16	47		
Lyons	2	11,294.00	2,100.00	1,000.00	562.20	13.64		3,675.84	7,618.16	33		
McGregor	3	4,388.86	1,600.00	170.00	198.60	5.52		1,974.12	2,414.74	45		
Madrid	3	1,641.42	750.00		119.50	.88		870.38	771.04	53	Presidential, Oct. 1, 1898.	
Malvern	3	2,989.07	1,200.00	60.00	172.00	3.20		1,435.20	1,553.87	48		
Manchester	3	3,069.66	1,800.00	69.96	410.00	8.72		2,388.68	5,680.98	30		
Manning	3	2,935.27	1,300.00	40.00	207.07	2.08		1,549.15	1,386.12	53		
Manson	3	3,667.02	1,400.00	76.00	230.00	.64		1,706.64	1,960.38	47		
Mapleton	3	2,922.50	1,300.00	40.00	223.00	2.48		1,565.48	1,357.02	54		
Maquoketa	3	7,586.44	1,900.00	93.32	360.00	7.12		2,360.44	5,226.00	31		
Marcus	3	2,671.59	1,200.00		168.00	.88		1,368.88	1,302.71	51		
Marengo	3	4,868.47	1,600.00	200.00	295.00	3.92		2,098.92	2,769.55	43		
Marion	3	8,424.61	1,900.00	500.00	360.00	11.12		2,771.12	5,653.49	33		
Marshalltown	2	34,912.00	2,800.00	4,662.23	1,000.00	340.23	6,839.11	15,641.57	19,270.43	45		
Mason City	2	16,062.13	2,400.00	1,700.00	700.00	145.86	3,474.46	8,420.32	7,641.81	52		
Maxwell	3	1,137.94	500.00		54.50	.40		554.90	583.04	49	Presidential, Jan. 1, 1899.	
Missouri Valley	3	5,910.05	1,700.00	75.00	338.00	12.72		2,120.72	3,789.33	36		

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Monroe	3	$2,148.77	$1,000.00		$133.04	$2.16		$1,135.20	$1,013.57	53	
Montezuma	3	2,985.26	1,200.00	$20.00	196.00	1.60		1,417.60	1,567.66	47	
Monticello	3	4,144.61	1,500.00	300.00	204.00	3.28		2,007.28	2,137.33	48	
Moulton	3	3,033.68	1,300.00	30.00	187.34	1.84		1,519.18	1,514.50	50	
Mount Ayr	3	4,322.65	1,500.00	100.00	292.21	3.12		1,895.33	2,427.32	44	
Mount Pleasant	2	10,466.08	2,100.00	1,700.00	600.00	22.07	$2,634.31	7,056.38	3,409.70	67	
Mount Vernon	3	5,498.83	1,700.00		331.00	5.68		2,036.68	3,462.15	37	
Muscatine	2	21,906.50	2,600.00	3,500.00	1,030.15	34.78	5,367.51	12,532.44	9,374.06	57	
Nashua	3	3,366.22	1,400.00		272.00	2.24		1,674.24	1,691.98	50	
Neola	3	2,868.13	1,000.00	50.00	171.73	2.88		1,224.61	1,643.52	43	
Nevada	3	5,010.16	1,600.00		294.00	6.00		1,900.00	3,110.16	38	
Newell	3	1,156.64	500.00	20.00	87.00	.16		607.16	549.48	53	Presidential, Jan. 1, 1899.
New Hampton	3	5,071.51	1,600.00	160.00	294.00	5.76		2,059.76	3,011.75	41	
New Sharon	3	2,592.12	1,100.00		166.00	2.56		1,268.56	1,323.56	49	
Newton	2	11,168.81	2,000.00	1,200.00	360.00	13.52		3,573.52	7,595.29	32	
Nora Springs	3	3,315.75	1,200.00	60.00	167.00	1.36		1,428.36	1,887.39	43	
Northwood	3	3,300.61	1,400.00	150.00	263.75	2.80		1,816.55	1,484.06	55	
Oakland	3	2,515.61	1,100.00		196.00	.72		1,296.72	1,218.89	52	
Odebolt	3	4,126.85	1,500.00		277.00	2.16		1,779.16	2,347.69	43	
Oelwein	3	5,382.67	1,500.00	90.00	279.00	8.56		1,877.56	3,505.11	35	
Ogden	3	2,888.63	1,200.00	70.00	223.00	1.44		1,494.44	1,394.19	52	
Onawa	3	4,448.95	1,500.00	120.00	235.46	7.52		1,862.98	2,585.97	42	
Orange City	3	3,615.97	1,400.00	30.00	232.00	2.08		1,664.08	1,951.89	46	
Osage	3	7,306.76	1,800.00	232.74	259.00	4.72		2,296.46	5,010.30	31	
Osceola	3	5,114.53	1,600.00	120.00	246.95	5.68		1,972.63	3,141.90	39	
Oskaloosa	2	19,577.07	2,500.00	2,704.89	675.00	97.35	4,467.37	10,444.61	9,132.46	53	
Ottumwa	2	38,687.51	2,800.00	4,848.12	840.00	234.04	7,903.53	16,625.69	22,061.82	43	In Government building.
Panora	3	2,857.51	1,100.00		165.95	.64		1,266.59	1,590.92	44	
Parkersburg	3	2,648.08	1,200.00		233.00	1.68		1,434.68	1,213.40	54	
Pella	3	4,530.25	1,600.00	50.00	306.00	3.52		1,959.52	2,570.73	43	
Perry	3	7,831.25	1,800.00		359.85	10.50		2,170.35	5,660.90	28	
Pomeroy	3	2,327.85	1,000.00		158.84	.64		1,159.48	1,168.37	50	
Postville	3	2,476.22	1,200.00	50.00	196.00	1.68		1,447.68	1,028.54	58	
Prairie City	3	2,401.67	1,100.00		141.05	1.52		1,242.57	1,159.10	52	
Pringhar	3	2,975.21	1,400.00		236.72	1.68		1,638.40	1,336.81	55	
Redoak	2	14,029.22	2,400.00	1,700.00	550.00	17.59	2,296.04	6,963.63	7,065.59	50	
Reinbeck	3	3,081.40	1,300.00		180.37	1.44		1,481.81	1,599.59	48	
Remsen	3	1,883.84	750.00		121.98	.48		872.46	1,011.38	46	Presidential, Oct. 1, 1898.
Rockford	3	2,910.10	1,200.00		223.00	.80		1,423.80	1,486.30	49	
Rock Rapids	3	4,741.29	1,600.00	40.00	284.00	3.92		1,927.92	2,813.37	41	
Rock Valley	3	2,931.88	1,200.00		166.00	1.20		1,367.20	1,564.68	47	

Rockwell City	3	3,432.09	1,300.00	50.00	178.00	1.92		1,529.92	1,902.17	45	
Rolfe	3	3,022.12	1,400.00		216.00	1.84		1,617.84	1,404.28	54	
Ruthven	3	2,879.47	1,200.00	50.00	196.00	2.08		1,448.08	1,431.39	50	
Sac City	3	4,499.96	1,600.00	75.00	304.00	3.04		1,982.04	2,517.92	44	
Sanborn	3	2,753.70	1,200.00	50.00	223.00	2.80		1,475.80	1,277.90	54	
Scranton	3	2,283.65	1,100.00		162.00	1.36		1,263.36	1,020.29	55	
Seymour	3	3,053.45	1,300.00	40.00	235.28	2.80		1,578.08	1,475.37	52	
Sheldon	3	7,273.42	1,900.00	80.00	404.74	8.00		2,392.74	4,880.68	33	
Shenandoah	2	8,618.31	2,000.00	700.00	420.00	9.68		3,129.68	5,488.63	36	
Sibley	3	4,017.68	1,500.00		214.00	4.32		1,718.32	2,299.36	43	
Sidney	3	3,121.19	1,300.00		198.00	2.32		1,500.32	1,620.87	48	
Sigourney	3	4,132.43	1,500.00	50.00	192.40	3.68		1,746.08	2,386.35	42	
Sioux City	1	102,259.52	3,300.00	13,566.29		748.71	21,226.45	38,841.45	63,418.07	38	In Government building.
Sioux Rapids	3	3,126.52	1,200.00	30.00	166.00	2.00		1,398.00	1,728.52	45	
Spencer	3	7,574.27	1,800.00	450.00	384.96	8.64		2,643.60	4,930.67	35	
Spirit Lake	3	3,775.03	1,400.00	20.00	210.00	2.32		1,632.32	2,142.71	43	
State Center	3	2,403.17	1,100.00	30.00	113.57	.96		1,244.53	1,158.64	52	
Storm Lake	3	5,196.59	1,600.00	30.00	326.00	5.76		1,961.76	3,234.83	38	
Story City	3	559.51	250.00	6.25	40.00	.40		296.65	262.86	53	Presidential, Apr. 1, 1899.
Strawberry Point	3	1,140.41	500.00		63.24	.64		563.88	576.53	49	Presidential, Jan. 1, 1899.
Stuart	3	4,297.88	1,500.00	50.00	296.00	5.52		1,851.52	2,446.36	43	
Sumner	3	2,684.31	1,200.00	170.00	250.00	2.08		1,622.08	1,062.23	60	
Sutherland	3	2,150.44	1,000.00		132.30	.72		1,133.02	1,017.42	53	
Tabor	3	2,710.58	1,200.00	30.00	161.11	1.37		1,392.48	1,318.10	51	
Tama	3	4,501.49	1,600.00	250.00	254.00	8.16		2,112.16	2,389.33	47	
Tipton	3	6,073.86	1,700.00	250.00	257.45	2.80		2,210.25	3,863.61	36	
Toledo	3	6,060.40	1,700.00		358.00	6.40		2,064.40	3,996.00	34	
Traer	3	3,770.18	1,400.00	40.00	258.00	1.60		1,699.60	2,070.58	45	
Villisca	3	5,066.73	1,600.00	200.00	236.00	5.92		2,041.92	3,024.81	40	
Vinton	3	7,342.92	1,800.00		460.00	9.20		2,269.20	5,073.72	31	
Walnut	3	2,434.59	1,100.00		189.23	1.52		1,290.75	1,143.84	53	
Wapello	3	3,069.33	1,200.00	40.00	148.00	1.44		1,389.44	1,679.89	45	
Washington	2	9,023.00	2,000.00	1,300.00	464.98	12.92		3,777.90	5,245.10	42	
Waterloo	2	28,127.71	2,700.00	4,000.00	1,150.00	104.57	5,952.34	13,906.91	14,220.80	49	
Waukon	3	4,183.18	1,500.00	300.00	302.37	3.44		2,105.81	2,077.37	50	
Waverly	3	6,810.33	1,800.00	150.00	380.00	7.68		2,337.68	4,472.65	34	
Webster City	2	12,063.82	2,200.00	1,391.21	600.00	15.25	822.26	5,028.72	7,035.10	42	
West Liberty	3	4,448.00	1,500.00	170.00	254.00	2.72		1,926.72	2,521.28	43	
West Union	3	5,637.66	1,600.00	60.00	331.00	3.52		1,994.52	3,643.14	35	
Whatcheer	3	3,858.55	1,500.00	30.00	198.00	2.16		1,730.16	2,128.39	45	
Williamsburg	3	2,482.83	1,100.00	40.00	174.00	1.04		1,315.04	1,167.79	53	
Wilton Junction	3	2,819.29	1,200.00	75.00	198.00	1.76		1,474.76	1,344.53	52	
Winterset	3	6,184.84	1,700.00	150.00	400.00	4.80		2,254.80	3,930.04	36	
Woodbine	3	3,500.31	1,400.00		230.00	2.48		1,632.48	1,867.83	47	
Total		1,901,095.07	344,075.00	177,534.12	63,874.08	7,479.13	208,229.20	801,191.53	1,099,903.54	42	
KANSAS.											
Abilene	2	9,679.93	2,000.00	1,600.00	300.00	28.16		3,928.16	5,751.77	41	
Alma	3	2,547.88	1,100.00		159.56	4.00		1,263.56	1,284.32	50	
Anthony	3	3,737.81	1,400.00	55.84	277.00	5.28		1,738.12	1,999.69	46	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Argentine	3	$4,477.13	$1,500.00		$233.25	$22.32		$1,755.57	$2,721.56	39	
Arkansas City	2	12,299.72	2,300.00	$1,800.00	508.10	46.77	$3,516.23	8,171.10	4,128.62	66	
Atchison	3	31,575.30	2,800.00	5,366.30		151.32	7,664.32	15,981.94	15,593.45	51	In Government building.
Augusta	3	2,421.17	1,000.00	10.00	165.10	2.72		1,177.82	1,243.35	49	
Axtell	3	1,223.09	550.00		66.80	.48		617.22	605.81	50	Presidential, Jan. 1, 1899.
Baldwin	3	3,396.49	1,400.00		129.06	4.32		1,533.38	1,863.11	45	
Baxter Springs	3	2,798.41	1,300.00	60.00	36.60	4.56		1,401.16	1,397.25	50	
Belleville	3	3,999.12	1,500.00	40.00	231.50	7.92		1,779.42	2,209.70	45	
Beloit	3	7,388.34	1,900.00	400.00	300.00	16.40		2,616.40	4,771.94	35	
Blue Rapids	3	2,260.22	1,100.00	40.00	141.00	1.76		1,282.76	977.46	57	
Burlingame	3	3,805.38	1,500.00	80.00	159.41	3.28		1,742.69	2,062.69	46	
Burlington	3	5,593.92	1,700.00	100.00	236.42	8.72		2,045.14	3,548.78	37	
Burrton	3	560.54	250.00		16.00	.40		266.40	294.14	48	Presidential, Apr. 1, 1899.
Caldwell	3	4,066.62	1,500.00	500.00	352.00	5.20		2,357.20	1,709.42	58	
Cawker City	3	2,596.37	1,100.00	40.00	196.00	3.76		1,339.76	1,256.61	52	
Cedarvale	3	1,201.80	550.00		48.75	1.36		600.11	601.69	50	Presidential, Jan. 1, 1899.
Chanute	3	6,935.97	1,800.00	190.00	426.17	13.28		2,429.45	4,506.52	35	
Cherokee	3	2,225.65	1,000.00	140.00	174.00	3.36		1,317.36	908.29	59	
Cherryvale	3	5,344.87	1,500.00	70.00	150.00	10.64		1,730.64	3,614.23	32	
Chetopa	3	3,756.63	1,500.00	80.00	182.00	5.92		1,767.92	1,988.71	47	
Clay Center	2	8,539.82	2,000.00	800.00	400.00	16.32		3,216.32	5,323.50	38	
Clifton	3	3,803.64	1,100.00	40.00	140.00	2.32		1,282.32	1,521.32	46	
Clyde	3	3,303.95	1,300.00	130.00	176.00	5.76		1,611.76	1,692.19	49	
Coffeyville	2	10,447.50	2,100.00	1,200.00	240.00	23.52		3,563.52	6,883.98	34	
Colby	3	1,417.74	550.00	125.00	90.00	1.28		766.28	651.46	54	Do.
Columbus	3	6,274.99	1,700.00	160.00	52.00	14.40		1,926.40	4,348.59	31	
Concordia	3	8,207.24	1,800.00	400.00	300.00	15.76		2,515.76	5,691.48	31	
Cottonwood Falls	3	2,727.00	1,200.00	50.00	202.71	3.52		1,456.23	1,270.77	53	
Council Grove	3	4,680.19	1,600.00	70.00	169.00	11.12		1,850.12	2,830.07	40	
Dodge City	3	4,126.76	1,500.00	500.00	294.00	6.96		2,300.96	1,825.80	56	
Downs	3	2,668.97	1,200.00	60.00	196.00	4.56		1,460.56	1,208.41	55	
Eldorado	3	6,659.52	1,700.00	120.00	60.00	13.36		1,893.36	4,766.16	28	
Ellinwood	3	2,362.13	1,100.00	40.00	164.00	2.24		1,306.24	1,055.89	55	
Ellis	3	2,353.12	1,100.00		195.96	1.44		1,297.40	1,055.72	55	
Ellsworth	3	4,869.30	1,500.00	39.99	250.00	4.42		1,794.41	3,074.89	37	
Emporia	2	19,702.51	2,500.00	2,700.00	600.00	145.54	5,749.85	11,695.39	8,007.12	59	
Enterprise	3	2,324.53	1,100.00		100.00	2.40		1,202.40	1,122.13	52	
Erie	3	3,002.65	1,300.00	120.00	176.00	3.52		1,599.52	1,403.13	53	
Eureka	3	5,756.64	1,700.00	70.00	358.00	6.88		2,134.88	3,621.76	37	
Florence	3	2,658.35	1,100.00	40.00	196.00	3.76		1,339.76	1,318.59	51	
Fort Leavenworth	3	2,466.52	1,300.00	100.00		14.40		1,414.40	1,052.12	57	In Government building.

Fort Riley	3	1,681.25	1,100 00		44.00	6.24		1,150.24	531.01	68	
Fort Scott	2	17,770.22	2,500.00	2,800.00		67.72	5,313.05	10,680.77	7,089.45	60	Do.
Frankfort	3	3,101.33	1,200.00		234.00	4.00		1,538.00	1,563.33	50	
Fredonia	3	4,556.87	1,500.00	40.00	202.00	8.48		1,750.48	2,806.39	38	
Galena	2	9,480.86	2,000.00	800.00	129.50	26.90		2,956.40	6,524.46	81	
Garden City	3	4,962.63	1,400.00	144.00	190.00	3.36		1,737.36	3,225.27	35	
Garnett	3	5,953.11	1,600.00	250.00	333.00	8.72		2,191.72	3,761.39	37	
Girard	3	5,915.54	1,700.00	40.00	299.25	10.72		2,049.97	3,865.57	35	
Goodland	3	2,820.00	1,100.00	70.00	174.00	4.16		1,348.16	1,471.84	43	
Great bend	3	6,545.47	1,700.00	150.00	296.00	7.84		2,093.84	4,451.63	32	
Halstead	3	2,157.29	1,000.00		133.55	.88		1,134.43	1,022.86	53	
Harper	3	3,349.54	1,200.00	60.00	168.80	5.68		1,534.48	1,815.06	46	
Hays	3	3,262.32	1,400.00	90.90	170.00	1.60		1,671.50	1,590.82	51	
Herington	3	3,840.49	1,500.00	65.00	252.00	7.20		1,824.20	2,016.29	47	
Hiawatha	3	6,409.62	1,900.00	494.18	878.75	10.16		2,713.09	5,696.73	32	
Holton	3	5,968.33	1,800.00	40.00	360.00	13.72		2,213.72	4,754.61	32	
Horton	3	3,378.96	1,600.00	96.68	151.00	9.44		1,797.07	3,581.89	33	
Howard	3	3,394.52	1,400.00	30.00	180.00	2.80		1,622.80	1,771.52	42	
Humboldt	3	3,081.02	1,200.00	60.00	186.80	5.44		1,541.74	1,539.28	50	
Hutchinson	2	20,618.14	2,500.00	2,783.15	780.00	198.51	5,354.00	11,533.66	9,079.48	56	
Independence	3	8,808.42	1,800.00	100.00	418.35	16.96		2,435.31	6,173.11	28	
Iola	3	7,551.77	1,700.00	50.00	215.00	14.16		1,979.16	5,572.61	26	
Jewell	3	1,100.57	500.00	25.00	70.00	.84		595.84	504.73	54	Presidential, Jan. 1, 1869.
Junction City	3	8,880.32	1,900.00	300.00	380.00	24.96		2,584.96	6,275.36	29	
Kansas City	1	84,476.62	3,200.00	10,123.26	2,343.19	1,374.84	21,727.07	38,768.58	45,707.44	46	
Kingman	3	4,715.99	1,500.00	560.00	360.00	10.32		2,310.32	2,405.67	49	
Kinsley	3	2,675.01	1,100.00	90.00	174.00	2.88		1,366.88	1,308.13	51	
Kiowa	3	1,468.20	600.00	30.00	85.50	1.20		716.70	746.50	49	Do.
Kirwin	3	2,161.91	1,000.00	150.00	116.00	.40		1,266.40	895.51	59	
Lacrosse	3	1,620.89	825.00	75.00	75.00	.32		975.32	645.57	60	Presidential, Oct. 1, 1898.
Lacygne	3	2,709.15	1,900.00	50.00	184.00	3.52		1,517.52	1,191.63	56	
Larned	3	4,684.05	1,500.00	180.00	254.00	6.32		1,890.32	2,793.73	41	
Lawrence	2	29,861.12	2,700.00	4,102.16	1,500.00	391.48	7,127.32	15,820.96	13,540.14	54	
Leavenworth	2	33,529.91	2,800.00	4,781.63		286.56	9,380.43	17,218.84	16,311.07	51	In Government building.
Lebanon	3	2,780.25	1,200.00		123.00	.96		1,323.96	1,456.29	48	
Lincoln	3	3,494.67	1,400.00	250.00	217.75	2.80		1,370.55	1,624.12	54	
Lindsborg	3	3,414.97	1,300.00		223.00	2.72		1,525.72	1,889.25	45	
Lyndon	3	2,436.32	1,100.00		190.00	3.52		1,293.52	1,142.80	53	
Lyons	3	4,962.73	1,800.00	20.00	292.39	8.08		1,920.47	3,042.25	39	
McPherson	2	9,156.20	2,000.00	1,298.92	250.45	11.82		3,570.19	5,586.11	39	
Manhattan	2	9,540.30	2,100.00	1,160.00	480.00	19.01		3,679.01	5,861.79	39	
Mankato	3	3,566.45	1,500.00	200.00	172.00	8.24		1,880.24	1,686.21	53	
Marion	3	4,726.86	1,500.00	160.00	329.00	6.40		1,995.40	2,731.46	42	
Marysville	3	5,203.94	1,600.00	40.00	296.00	6.72		1,942.72	3,261.22	37	
Medicine Lodge	3	2,793.69	1,200.00	200.00	181.15	5.84		1,586.99	1,206.70	57	
Minneapolis	3	5,044.72	1,600.00		271.90	6.72		1,878.62	3,166.10	37	
Mound City	3	2,388.84	1,100.00	100.00	146.00	2.88		1,348.88	1,039.96	56	
National Military Home	3	2,575.17	1,200.00	100.00		3.52		1,303.52	1,271.65	51	Do.
Neodesha	3	3,286.66	1,500.00	10.00	145.00	4.56		1,659.56	1,627.10	50	
Newton	2	12,084.71	2,300.00	2,000.00	420.00	33.93	3,531.27	8,285.20	3,799.51	69	
Nickerson	3	2,240.17	1,000.00		151.14	1 92		1,153.06	1,087.11	51	
Norton	3	4,224.66	1,500.00	60.00	172.00	2.80		1,734.80	2,489.86	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Oberlin	3	$3,257.19	$1,200.00	$49.50	$223.00	$1.84		$1,474.34	$1,782.85	45	
Olathe	3	7,898.76	1,900.00	50.00	397.63	18.32		2,365.95	5,532.81	30	
Osage City	3	4,187.12	1,500.00	10.00	110.57	8.32		1,628.89	2,558.23	39	
Osawatamie	3	4,904.09	1,600.00		198.00	8.48		1,806.48	3,097.61	37	
Osborne	3	3,613.93	1,400.00	100.00	192.00	3.04		1,695.04	1,918.89	47	
Oskaloosa	3	2,186.53	1,000.00		146.72	2.88		1,149.60	1,036.93	53	
Oswego	3	5,642.24	1,700.00	120.00	240.00	9.36		2,069.36	3,572.88	37	
Ottawa	2	15,169.74	2,400.00	2,500.00	660.00	58.58	$4,274.68	9,893.26	5,276.48	65	
Paola	3	7,376.25	1,900.00	100.00	186.00	23.84		2,209.84	5,166.41	30	
Parsons	2	14,795.27	2,400.00	2,400.00	439.04	61.51	3,566.70	8,867.25	5,928.02	60	
Peabody	3	4,512.26	1,500.00	70.00	285.75	7.36		1,863.11	2,649.15	44	
Phillipsburg	3	3,455.46	1,400.00	300.00	288.00	2.40		1,990.40	1,465.06	58	
Pittsburg	2	12,670.21	2,300.00	2,148.38	350.00	59.79	3,358.19	8,216.36	4,453.85	65	
Pleasanton	3	2,950.92	1,300.00	30.00	170.54	3.36		1,503.90	1,447.02	51	
Pratt	3	3,293.18	1,300.00	90.00	250.00	3.12		1,643.12	1,650.06	50	
Russell	3	3,393.68	1,300.00	40.00	229.55	2.88		1,572.43	1,821.25	46	
Sabetha	3	3,576.13	1,400.00		252.00	3.92		1,655.92	1,920.21	46	
St. John	3	3,232.31	1,100.00	100.00	172.00	.96		1,372.96	1,859.35	42	
St. Marys	3	3,049.96	1,300.00	100.00	162.15	4.32		1,566.47	1,483.49	51	
Salina	2	21,641.95	2,500.00	2,483.14		49.05	3,567.99	8,600.18	13,041.77	40	In Government building.
Sedan	3	2,505.27	1,100.00	50.00	119.20	1.76		1,270.96	1,234.31	51	
Seneca	3	5,166.96	1,600.00	50.00	290.00	9.52		1,939.52	3,227.44	38	
Smith Center	3	3,191.18	1,300.00	200.00	196.00	3.44		1,699.44	1,491.74	53	
Stafford	3	1,487.40	550.00	20.00	79.00	.72		649.72	837.68	44	Presidential, Jan. 1, 1899.
Sterling	3	5,117.91	1,600.00	40.00	294.39	7.28		1,941.67	3,176.24	38	
Stockton	3	2,871.12	1,300.00	100.00	230.00	3.92		1,633.92	1,237.20	57	
Topeka	1	117,226.41	3,300.00	16,710.36	826.00	1,091.35	18,957.30	40,885.01	76,341.40	35	In Government building.
Troy	3	2,673.59	1,200.00	50.00	131.00	2.88		1,383.88	1,289.71	52	
Valley Falls	3	3,109.97	1,200.00	200.00	210.24	4.64		1,614.88	1,495.09	52	
Wamego	3	3,381.31	1,400.00	250.00	200.00	7.20		1,857.20	1,524.11	55	
Washington	3	4,332.45	1,500.00	60.00	214.71	5.52		1,780.23	2,552.22	41	
Weir	3	4,165.08	1,600.00		208.50	7.20		1,815.70	2,349.38	44	
Wellington	3	9,097.20	1,900.00	135.00	380.00	19.92		2,414.92	6,682.28	27	
Wichita	1	57,025.35	3,100.00	9,300.00		765.19	13,075.51	26,240.70	30,784.65	46	Do.
Wilson	3	2,694.37	1,300.00		160.00	2.96		1,462.96	1,231.41	54	
Winfield	2	14,081.12	2,400.00	2,132.60	700.00	50.60	3,781.08	9,064.28	5,016.84	64	
Yates Center	3	4,315.77	1,500.00	210.00	225.00	5.52		1,940.52	2,375.25	45	
Total		1,005,113.00	203,775.00	91,455.88	32,902.35	5,615.65	119,944.99	453,693.87	551,419.73	45	

Wagoner	3	4,233.78	1,500.00	200.00	138.00	9.52		1,847.52	2,386.26	44	
Wynnewood	3	2,936.07	1,100.00	50.00	113.00	2.06		1,265.96	1,670.11	43	
Total		65,818.58	20,825.00	3,147.50	2,643.10	105.27		26,720.87	39,097.71	41	
IOWA.											
Ackley	3	3,482.78	1,400.00	30.00	244.00	3.44		1,677.44	1,805.34	48	
Adair	3	2,655.32	1,100.00	90.00	189.89	1.84		1,381.73	1,273.59	52	
Adel	3	3,206.49	1,300.00		196.00	1.28		1,497.28	1,709.21	47	
Afton	3	3,130.56	1,200.00		223.46	2.32		1,425.78	1,704.78	46	
Akron	3	2,614.76	1,100.00		165.99	5.28		1,271.27	1,343.49	49	
Albia	3	5,812.55	1,700.00	300.00	135.00	12.32		2,147.32	3,665.23	37	
Algona	3	7,616.80	1,800.00	390.00	360.00	8.88		2,558.88	5,057.92	34	
Alta	3	2,988.74	1,100.00	30.00	223.00	1.44		1,354.44	1,634.30	45	
Alton	3	2,431.49	1,100.00		95.00	1.04		1,196.04	1,235.45	49	
Ames	3	7,556.40	1,800.00	300.00	360.00	6.96		2,466.96	5,089.44	33	
Anamosa	3	5,948.49	1,700.00	200.00	333.00	7.20		2,240.20	3,708.29	38	
Anita	3	3,916.40	1,400.00	30.00	190.00	2.00		1,622.00	2,294.40	41	
Armstrong	3	2,369.91	1,100.00	30.00	151.20	.08		1,281.28	1,088.63	54	
Atlantic	2	9,801.49	2,100.00	1,600.00	630.00		2,510.28	6,840.28	2,961.21	70	
Audubon	3	4,592.00	1,600.00	200.00	254.00	3.84		2,057.84	2,534.16	45	
Avoca	3	3,302.63	1,400.00	200.00	277.00	3.68		1,880.68	1,421.95	57	
Bancroft	3	2,279.74	1,100.00	24.95	190.00	1.44		1,316.39	963.35	57	
Battlecreek	3	1,106.62	500.00		64.20	.16		564.36	542.26	51	Presidential, Jan. 1, 1899.
Bedford	3	5,293.15	1,600.00	40.00	236.00	3.76		1,879.76	3,413.39	36	
Belle Plaine	3	5,024.46	1,600.00	90.00	296.00	5.28		1,991.28	3,033.18	40	
Bellevue	3	2,646.32	1,200.00	160.00	166.00	3.60		1,529.60	1,116.72	58	
Belmond	3	3,493.97	1,400.00		184.00	2.64		1,586.64	1,907.33	45	
Bloomfield	3	4,682.43	1,600.00	40.00	229.00	5.60		1,874.60	2,807.83	40	
Bonaparte	3	2,478.50	1,000.00		161.65	3.44		1,165.09	1,313.41	47	
Boone	2	12,340.80	2,300.00	1,600.00	600.00	43.31	3,091.14	7,634.45	4,706.35	62	
Britt	3	4,364.91	1,500.00	100.00	154.00	3.44		1,757.44	2,607.47	40	
Brooklyn	3	3,265.40	1,300.00		175.00	2.40		1,477.40	1,788.00	45	
Buffalo Center	3	2,417.46	1,100.00		130.55	.80		1,231.35	1,186.11	51	
Burlington	1	52,616.29	3,100.00	8,308.15		478.94	12,269.20	24,156.29	28,460.00	46	In Government building.
Carroll	3	7,256.95	1,900.00	350.00	460.00	7.20		2,717.20	4,539.75	37	
Cascade	3	1,091.60	500.00		50.00	.24		550.24	541.36	50	Presidential, Jan. 1, 1899.
Cedarfalls	2	12,948.41	2,300.00	2,025.00	500.00	20.32	2,833.32	7,678.64	5,269.77	59	
Cedar Rapids	1	74,692.01	3,200.00	9,286.51		399.80	11,091.92	23,978.23	50,713.78	32	In Government building.
Centerville	3	8,059.89	1,900.00	739.35	460.00	14.24		3,113.59	4,946.30	39	
Chariton	3	7,629.31	1,900.00	240.00	879.30	10.72		2,530.02	5,099.29	33	
Charles City	2	9,713.18	2,000.00	1,195.53	430.00	14.14		3,639.97	6,073.21	37	
Charter Oak	3	2,941.84	1,200.00		164.00	1.76		1,365.76	1,576.08	46	
Cherokee	2	8,846.75	2,000.00	800.00	474.30	10.56		3,284.86	5,061.89	39	
Clarinda	2	8,437.76	2,000.00	1,677.72	450.01	10.80		4,138.53	4,299.23	49	
Clarion	3	3,923.81	1,400.00	219.78	254.00	2.08		1,875.86	2,047.95	48	
Clarksville	3	3,058.59	1,200.00		166.00	1.28		1,367.28	1,691.31	45	
Clearlake	3	3,841.32	1,500.00	75.00	254.00	6.16		1,835.16	2,006.16	48	
Clinton	2	27,283.41	2,700.00	3,625.00	1,112.50	485.20	4,824.70	12,747.40	14,536.01	47	
Colfax	3	3,967.37	1,500.00		234.00	4.16		1,738.16	2,229.21	44	
Columbus Junction	3	3,222.98	1,300.00	90.00	223.00	3.60		1,616.60	1,606.38	50	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Coon Rapids	3	$2,771.20	$1,200.00	$100.00	$196.00	$0.56		$1,496.56	$1,274.64	54	
Corning	3	5,758.44	1,700.00	240.00	358.00	4.80		2,302.80	3,455.64	40	
Correctionville	3	2,824.89	1,200.00		183.65	1.76		1,395.41	1,429.48	49	
Corydon	3	3,259.67	1,300.00		123.00	3.92		1,426.92	1,832.75	44	
Council Bluffs	1	50,943.54	3,100.00	9,266.12		468.61	$12,236.83	25,071.56	25,871.98	49	In Government building.
Cresco	3	5,963.43	1,700.00	160.00	240.00	4.98		2,104.98	3,879.35	35	
Creston	2	12,959.38	2,300.00	2,593.48	800.00	33.76	3,629.84	9,357.98	3,602.30	72	
Davenport	1	71,306.62	3,200.00	8,650.00		336.01	14,594.89	26,780.90	44,525.72	37	Do.
Decorah	2	14,945.67	2,400.00	2,900.00	550.00	11.20	1,580.62	6,541.82	8,403.25	44	
Denison	3	7,183.40	1,800.00	150.00	300.00	6.50		2,256.50	4,926.90	31	
Des Moines	1	251,525.13	3,600.00	35,329.72	2,600.00	1,088.22	33,028.23	75,646.17	175,878.96	30	Do.
Dewitt	3	3,313.03	1,400.00		192.95	2.32		1,595.27	1,717.76	48	
Dexter	3	2,208.27	1,000.00		132.00	1.28		1,133.28	1,074.99	51	
Dows	3	2,676.31	1,100.00	50.00	195.00	.96		1,345.96	1,330.35	50	
Dubuque	1	75,994.31	3,200.00	12,401.08		656.19	18,704.74	34,962.01	41,032.30	46	Do.
Dunlap	3	3,615.94	1,400.00		201.45	2.74		1,604.19	1,951.75	46	
Dyersville	3	3,010.95	1,200.00	100.00	172.50	2.32		1,474.82	1,536.23	49	
Dysart	3	1,886.18	825.00		115.16	1.12		941.28	944.90	50	Presidential, Oct. 1, 1898.
Eaglegrove	3	5,701.51	1,700.00	80.00	322.00	8.48		2,110.48	3,591.03	37	
Eldon	3	2,610.26	1,200.00	90.00	173.21	3.76		1,466.97	1,143.29	56	
Eldora	3	6,266.90	1,800.00	60.00	360.00	6.32		2,226.32	4,040.48	36	
Elkader	3	2,989.61	1,300.00	40.00	198.40	1.52		1,539.92	1,449.69	51	
Elma	3	2,139.35	1,000.00	30.00	112.00	1.52		1,143.52	989.83	54	
Emmetsburg	3	7,078.78	1,800.00		400.00	7.04		2,207.04	4,871.74	31	
Estherville	3	6,925.34	1,700.00	200.00	342.56	5.76		2,248.32	4,677.02	32	
Exira	3	1,164.76	500.00		76.72	2.24		578.96	585.80	50	Presidential, Jan. 1, 1899.
Fairfield	2	9,637.89	2,100.00	1,566.28	600.00	16.12	2,528.26	6,810.67	2,827.22	70	
Farmington	3	3,192.47	1,100.00	30.00	160.00	3.12		1,293.12	1,899.35	40	
Fayette	3	2,894.19	1,300.00	50.00	223.00	1.36		1,574.36	1,319.83	54	
Fonda	3	3,295.73	1,300.00	100.00	200.00	3.48		1,603.48	1,692.25	49	
Forest City	3	4,365.06	1,600.00	100.00	280.99	4.48		1,985.47	2,379.59	45	
Fort Dodge	2	20,852.43	2,500.00	2,302.71		162.00	3,452.25	8,416.96	11,935.47	41	In Government building.
Fort Madison	2	12,559.79	2,300.00	1,600.00	800.00	111.96	4,561.74	9,393.72	3,166.07	75	
Garner	3	2,743.08	1,400.00	20.00	232.00	2.48		1,654.48	2,088.60	44	
Gladbrook	3	2,370.54	1,000.00		136.91	.16		1,137.07	1,233.47	48	
Glenwood	3	5,319.50	1,700.00		256.00	6.48		1,962.48	3,357.11	37	
Glidden	3	1,120.42	500.00	25.00	77.18	.64		602.77	517.65	53	Presidential, Jan. 1, 1899.
Grand Junction	3	2,501.60	1,100.00		144.00	2.56		1,246.56	1,255.04	50	
Greene	3	3,150.53	1,300.00		205.00	1.12		1,506.12	1,650.41	48	
Greenfield	3	3,628.63	1,400.00	60.00	209.99	2.72		1,672.71	1,955.92	46	
Grinnell	2	12,412.54	2,900.00	1,400.02	400.00	131.44	1,982.70	6,214.16	6,198.38	50	

Ruston	3	2,938.21	1,200.00	200.00	135.00	3.36		1,538.36	1,399.85	52	
St. Francisville	3	1,883.19	1,000.00	150.00	146.50	1.84		1,298.34	584.85	69	
Shreveport	2	32,964.48	2,700.00	3,000.00		333.95	4,509.39	10,543.34	22,421.14	32	Do.
Thibodeaux	3	4,543.06	1,600.00	240.00	224.00	18.08		2,082.08	2,460.98	46	
Whitecastle	3	2,371.97	1,100.00		150.25	5.12		1,255.37	1,116.60	53	
Total		603,897.08	45,200.00	94,059.69	7,261.68	7,774.85	115,531.97	269,828.19	334,068.89	45	
MAINE.											
Auburn	2	20,432.32	2,600.00	2,824.00	900.00	44.25	6,171.27	12,539.52	7,892.80	61	
Augusta	1	109,328.33	3,300.00	26,493.09		739.65	7,176.84	37,709.08	71,619.25	34	Do.
Bangor	1	61,497.43	3,100.00	8,191.57		675.62	9,955.46	21,922.65	39,574.78	36	Do.
Bar Harbor	2	10,212.03	2,100.00	1,655.49	536.00	74.52		4,366.01	5,846.02	43	
Bath	2	15,852.13	2,400.00	2,550.00		285.07	4,493.58	9,728.65	6,123.48	61	Do.
Belfast	2	8,157.60	2,000.00	1,400.00		20.24	2,626.72	6,046.96	2,110.64	74	Do.
Berwick	3	1,972.13	1,000.00		164.00	8.16		1,172.16	799.97	59	
Bethel	3	2,920.20	1,300.00		185.80	5.12		1,490.92	1,429.28	51	
Biddeford	2	10,693.12	2,200.00	1,800.00	925.00	55.09	4,241.41	9,221.59	1,471.62	86	
Boothbay Harbor	3	2,739.54	1,100.00	200.00	134.63	7.20		1,441.83	1,297.71	53	
Brewer	3	2,199.16	1,100.00		181.98	14.43		1,296.38	902.78	59	
Bridgton	3	3,391.59	1,400.00	120.00	177.00	10.96		1,707.96	1,683.63	50	
Brunswick	2	11,033.58	2,300.00	1,500.00	600.00	48.54	611.71	5,060.25	5,973.33	46	
Bucksport	3	3,471.37	1,500.00	300.00	204.00	6.40		2,010.40	1,460.97	58	
Calais	3	8,430.26	1,900.00	800.00	410.00	14.72		3,124.72	5,305.54	37	
Camden	3	10,321.58	1,800.00	170.00	325.00	16.32		2,311.32	8,010.26	22	
Caribou	3	3,822.77	1,500.00	250.00	254.00	3.52		2,007.52	1,815.25	53	
Castine	3	1,528.87	825.00			1.68		826.68	697.19	54	Presidential, Oct. 1, 1898. In Government building.
Cumberland Mills	3	2,364.81	1,100.00		166.00	6.64		1,272.64	1,092.17	54	
Dexter	3	4,333.90	1,500.00	300.00	304.00	14.16		2,118.16	2,215.74	49	
Dover	3	2,436.32	1,300.00		140.00	6.32		1,446.32	990.00	59	
Eastport	3	6,073.37	1,600.00	450.00		13.68		2,063.68	4,009.69	34	In Government building.
Ellsworth	3	6,148.80	1,800.00	700.00		22.80		2,522.80	3,621.00	41	Do.
Fairfield	2	4,314.03	2,000.00	1,000.00	254.00	14.70		3,268.70	1,045.33	76	
Farmington	3	5,116.35	1,600.00	230.00	321.20	15.36		2,166.65	2,949.70	42	
Fort Fairfield	3	3,117.57	1,400.00	90.00	200.00	1.92		1,691.92	1,425.65	54	
Foxcroft	3	5,488.85	1,700.00		208.00	9.38		1,917.38	3,521.49	35	
Freeport	3	3,046.97	1,400.00	150.00	250.00	7.92		1,807.92	1,239.05	59	
Gardiner	2	10,156.68	2,100.00	1,200.00	600.00	45.20		3,945.20	6,211.48	39	
Gorham	3	2,161.38	1,000.00		135.48	6.16		1,141.59	1,019.74	53	
Guilford	3	2,413.31	1,100.00		174.00	5.92		1,279.92	1,133.39	53	
Hallowell	3	4,674.28	1,700.00		346.00	16.96		2,062.96	2,611.32	44	
Houlton	3	8,494.33	1,900.00	450.00		13.44		2,363.44	6,130.89	28	Do.
Kennebunk	3	4,067.56	1,500.00		195.00	15.52		1,710.52	2,357.04	42	
Lewiston	2	29,009.61	2,700.00	3,524.00		329.29	8,866.70	15,419.99	13,589.62	58	Do.
Lisbon Falls	3	2,707.64	1,200.00		184.60	7.84		1,392.44	1,315.20	51	
Livermore Falls	3	3,203.58	1,400.00	40.00	225.00	8.72		1,673.72	1,529.86	52	
Machias	3	3,280.66	1,300.00	250.00		4.96		1,554.96	1,725.70	47	Do.
Madison	3	2,627.82	1,200.00	30.00	184.45	6.96		1,421.41	1,206.41	54	
Mechanic Falls	3	3,045.09	1,400.00		202.00	12.24		1,614.24	1,430.85	53	
Newport	3	2,089.15	1,000.00		144.00	6.56		1,150.56	938.59	55	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MAINE—continued.											
North Berwick	3	$2,306.71	$1,000.00		$146.00	$6.32		$1,152.32	$1,154.39	50	
Norway	3	5,384.74	1,700.00	$200.00	306.00	12.40		2,218.40	3,166.34	41	
Oakland	3	3,008.95	1,300.00	100.00	101.95	8.72		1,510.67	1,498.28	50	
Oldtown	3	5,516.10	1,800.00		254.00	24.48		2,078.48	3,437.62	38	
Orono	3	3,279.01	1,400.00	30.00	150.00	14.56		1,594.56	1,684.45	49	
Pittsfield	3	4,363.74	1,500.00	180.00	304.00	13.76		1,997.76	2,365.98	46	
Portland	1	153,157.83	3,400.00	24,114.23		1,454.25	$23,183.62	52,152.10	101,005.73	34	In Government building.
Presque Isle	3	3,701.06	1,500.00	200.00	254.00	3.76		1,957.76	1,743.30	53	
Richmond	3	3,074.90	1,400.00	150.00	235.99	12.64		1,798.63	1,276.27	59	
Rockland	2	16,187.76	2,400.00	2,400.00		1.74	4,398.31	9,200.05	6,987.71	57	Do.
Rumford Falls	3	3,966.20	1,600.00	100.00	304.00	7.28		2,011.28	1,954.92	51	
Saco	3	7,216.26	1,900.00	40.00	410.00	35.52		2,385.52	4,830.74	33	
Sanford	3	4,736.24	1,600.00		303.99	11.28		1,915.27	2,820.97	40	
Skowhegan	2	8,687.21	2,000.00	1,100.00	650.00	27.50		3,777.50	4,909.71	43	
South Berwick	3	3,149.27	1,400.00		199.80	13.92		1,613.72	1,535.55	51	
South Paris	3	3,289.93	1,400.00		175.00	6.40		1,581.40	1,708.53	48	
Springvale	3	2,540.05	1,200.00	80.00	124.00	7.76		1,411.76	1,128.29	56	
Thomaston	3	3,796.54	1,400.00	150.00	2.77	9.52		1,562.29	2,234.25	41	
Togus	3	2,305.91	1,200.00	300.00	146.00	6.80		1,652.80	653.11	72	
Vinalhaven	3	1,926.14	1,000.00		155.12	3.04		1,158.16	767.98	60	
Waldoboro	3	2,489.74	1,100.00	200.00		5.76		1,305.76	1,183.98	52	Do.
Waterville	2	23,880.00	2,700.00	3,000.00	1,000.00	70.11	4,240.54	11,010.65	12,869.35	46	
Westbrook	3	6,226.08	1,800.00		305.95	11.04		2,116.99	4,109.09	34	
Winthrop	3	2,639.56	1,200.00	40.00	144.87	5.36		1,390.23	1,249.33	53	
Wiscasset	3	1,918.54	1,000.00	120.00		6.88		1,126.88	791.66	59	
Woodfords	3	3,268.26	1,400.00		222.40	23.68		1,646.08	1,622.18	50	
Total		690,332.75	109,625.00	89,172.38	15,127.02	4,428.57	75,965.66	294,318.63	396,014.12	43	
MARYLAND.											
Annapolis	2	12,713.39	2,400.00	1,600.00	660.48	161.28	2,653.19	7,474.95	5,238.44	59	
Baltimore	1	1,063,115.23	6,000.00	195,125.33	21,822.67	17,205.54	335,627.55	575,781.09	487,334.14	54	Do.
Belair	3	5,155.42	1,709.00	79.90	193.04	16.06		1,989.90	3,165.52	39	
Berlin	3	3,027.50	1,100.00		146.00	4.08		1,250.08	1,777.42	41	
Cambridge	3	6,492.49	1,800.00	240.00	279.25	16.48		2,335.73	4,156.76	36	
Centerville	3	3,750.66	1,500.00	200.00	287.25	9.04		1,996.29	1,754.37	53	
Chestertown	3	4,736.26	1,600.00	100.00	207.29	9.76		1,917.05	2,819.21	40	
Crisfield	3	3,619.58	1,500.00	150.00	173.16	6.64		1,829.80	1,789.78	51	
Cumberland	2	28,767.38	2,700.00	3,110.23	1,000.00	456.21	4,789.97	12,056.41	16,710.97	42	
Denton	3	2,633.59	1,200.00	150.00	128.00	3.60		1,481.60	1,151.99	56	

Easton	3	7,097.18	1,900.00	400.00	360.00	24.16		2,684.16	4,413.02	38
Elkton	3	4,894.26	1,700.00	250.00	248.85	18.40		2,217.25	2,677.01	45
Ellicott City	3	4,099.67	1,500.00	150.00	253.58	19.76		1,923.34	2,176.33	47
Emmitsburg	3	2,329.02	1,100.00		122.08	14.24		1,216.32	1,092.70	53
Frederick	2	15,847.32	2,400.00	1,800.00	1,000.00	92.16	3,503.06	8,795.22	7,052.10	55
Frostburg	3	6,081.00	1,700.00	200.00	324.66	20.80		2,245.46	3,835.54	37
Hagerstown	2	23,503.05	2,600.00	3,025.00	850.00	319.62	5,223.77	12,018.39	11,484.66	51
Havre de Grace	3	3,836.59	1,500.00	150.00	142.52	19.44		1,811.96	2,024.63	47
Laurel	3	3,415.84	1,200.00	150.00	174.00	21.68		1,545.68	1,870.16	45
Lonaconing	3	3,917.14	1,500.00		215.13	12.24		1,727.37	2,189.77	44
Oakland	3	4,210.43	1,500.00	160.00	223.00	18.48		1,901.48	2,308.95	45
Pocomoke City	3	3,392.80	1,400.00	40.00	238.06	9.84		1,687.90	1,704.90	50
Port Deposit	3	3,075.55	1,400.00	60.00	200.00	11.12		1,671.12	1,404.43	54
Princess Anne	3	3,578.02	1,300.00	150.00	173.00	8.56		1,631.56	1,946.46	46
Risingsun	3	2,649.49	1,200.00	100.00	142.75	2.24		1,444.99	1,204.50	55
Rockville	3	3,116.45	1,400.00	350.00	290.00	20.40		2,060.40	1,056.05	66
Salisbury	3	8,601.21	1,900.00	200.00	328.00	27.36		2,455.36	6,145.85	29
Snowhill	3	2,717.72	1,300.00	200.00	179.25	7.68		1,686.93	1,030.79	62
Westminster	3	7,631.52	1,800.00	699.73	358.00	32.80		2,890.53	4,740.99	38
Total		1,248,005.76	51,800.00	208,840.19	30,720.02	18,590.57	351,797.54	661,748.32	586,257.44	53
MASSACHUSETTS.										
Abington	3	3,047.25	1,400.00		237.00	19.12		1,656.12	1,391.13	54
Adams	2	11,639.97	2,300.00	1,265.39	700.00	27.84	3,687.13	7,980.36	3,659.61	69
Amesbury	2	11,869.75	2,300.00	1,800.00	726.25	112.97	5,819.20	10,758.42	1,111.33	90
Amherst	3	12,368.12	2,300.00	1,900.00	650.00	84.68	2,587.82	7,522.50	4,845.62	61
Andover	2	14,084.90	2,300.00	1,500.00	500.00	110.97	2,620.37	7,031.34	7,053.56	50
Ashburnham	3	1,964.56	1,000.00		147.67	7.44		1,155.11	809.45	59
Ashland	3	2,527.03	1,400.00		157.30	15.44		1,572.74	954.29	62
Athol	2	12,584.80	2,300.00	2,000.00	650.00	51.11	3,455.54	8,456.65	4,128.15	67
Athol Center	3	3,574.43	1,400.00		228.26	10.08		1,638.34	1,936.09	46
Attleboro	2	18,182.61	2,500.00	2,183.55	675.17	227.58	4,386.02	9,972.32	8,160.29	55
Attleboro Falls	3	2,008.38	1,200.00		186.00	6.60		1,392.80	615.58	65
Ayer	3	5,298.66	1,600.00		304.00	30.16		1,934.16	3,364.50	37
Baldwinsville	3	3,167.14	1,300.00		158.28	6.80		1,465.08	1,702.06	46
Barre	3	4,066.44	1,400.00		211.10	10.00		1,621.10	2,445.34	40
Beverly	2	16,358.74	2,400.00	2,200.00	800.00	259.44	6,265.19	11,924.63	4,434.11	73
Boston	1	2,970,383.38	6,000.00	578,861.55	32,531.80	48,985.80	694,062.59	1,360,441.74	1,609,941.64	46
Braintree	3	3,264.40	1,400.00		235.00	38.48		1,673.48	1,590.92	51
Bridgewater	3	6,615.24	1,700.00		233.00	52.24		1,985.24	4,630.00	30
Brightwood	3	3,732.12	1,400.00		157.03	6.00		1,563.03	2,169.09	42
Brockton	1	54,712.65	3,100.00	8,000.00	2,265.68	860.51	18,347.56	32,573.75	22,138.90	60
Brookfield	3	2,954.19	1,300.00		183.75	13.04		1,496.79	1,457.40	50
Campello	2	12,173.69	2,200.00	1,200.00	600.00	62.51		4,062.51	8,111.18	33
Canton	3	5,058.70	1,800.00	100.00	172.25	22.48		2,094.73	2,963.97	41
Chester	3	2,635.14	1,200.00		137.50	5.60		1,343.10	1,292.04	51
Chestnuthill	3	4,707.02	1,600.00		193.00	42.48		1,835.48	2,871.54	39
Chicopee	2	8,547.34	2,100.00	1,100.00	494.02	74.44		3,768.46	4,778.88	44
Chicopee Falls	2	10,349.33	2,400.00	1,689.99	600.00	51.69	3,334.09	8,075.77	2,273.56	78
Clinton	2	13,706.27	2,400.00	1,600.00	590.00	139.49	4,401.51	9,131.00	4,575.27	67

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No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Cohasset	3	$4,410.48	$1,500.00		$184.63	$38.56		$1,723.19	$2,687.29	39	
Concord	3	6,181.67	1,800.00		357.66	51.60		2,209.26	3,972.41	36	
Concord Junction	2	10,982.34	2,700.00	$3,486.13	540.00	26.28		6,752.41	4,229.93	61	
Cottage City	3	5,637.42	1,800.00	300.00	420.00	33.44		2,553.44	3,083.98	45	
Dalton	3	4,529.14	1,600.00		193.85	20.24		1,814.09	2,715.05	40	
Danvers	2	8,264.54	2,000.00	800.00	360.00	43.86		3,203.86	5,061.18	39	
Dedham	2	11,734.56	2,300.00	1,400.00	435.60	77.97		4,213.57	7,520.99	36	
East Bridgewater	3	2,566.45	1,300.00		142.00	12.64		1,454.64	1,111.81	57	
East Douglass	3	1,063.45	550.00		38.60	4.40		593.00	470.45	56	Presidential, Jan. 1, 1899.
Easthampton	3	7,180.75	1,800.00		395.00	39.52		2,234.52	4,946.23	31	
East Northfield	3	9,687.39	1,700.00		198.00	20.08		1,918.08	7,769.31	20	
East Pepperell	3	3,99[illegible].62	1,500.00		250.00	27.44		1,777.44	2,214.18	45	
East Walpole	3	2,767.51	1,400.00		140.00	8.80		1,548.80	1,218.71	56	
East Weymouth	3	4,484.60	1,600.00		212.00	28.32		1,840.32	2,644.28	41	
Edgartown	3	2,407.50	1,100.00		110.70	10.72		1,221.42	1,186.08	51	
Everett	2	18,113.07	2,500.00	2,300.00	720.00	308.72	$9,069.69	14,898.41	3,214.66	82	
Fairhaven	3	5,624.87	1,700.00		304.00	30.16		2,034.16	3,590.71	36	
Fall River	1	72,393.84	3,200.00	11,294.98		1,007.13	32,920.29	48,422.40	23,971.44	67	In Government building.
Falmouth	3	3,261.44	1,400.00		135.00	14.80		1,549.80	1,711.64	48	
Fitchburg	1	45,864.75	3,000.00	5,917.74	2,525.00	651.59	13,825.68	25,920.01	19,944.74	57	
Florence	3	5,334.28	1,700.00	100.00	254.42	28.08		2,082.50	3,251.78	39	
Foxboro	3	5,283.01	1,700.00		312.00	27.52		2,039.52	3,243.49	39	
Framingham	3	4,142.66	1,500.00		210.00	29.44		1,739.44	2,403.22	42	
Franklin	2	7,482.10	2,000.00	800.00	409.43	55.43		3,264.86	4,217.30	44	
Gardner	2	11,139.08	2,200.00	1,100.00	234.00	34.24		3,568.24	7,570.84	32	
Georgetown	3	2,654.90	1,300.00	100.00	202.90	13.84		1,616.74	1,038.16	61	
Gloucester	2	30,938.73	2,700.00	4,624.00		269.31	10,985.15	18,578.46	12,360.27	60	Do.
Grafton	3	2,225.90	1,000.00		185.00	10.64		1,195.64	1,030.26	54	
Great Barrington	2	9,308.81	2,000.00	1,400.00	360.00	3.30		3,763.30	5,545.51	40	
Greenfield	2	21,348.66	2,600.00	2,525.00	900.00	109.76	4,195.58	10,330.34	11,018.32	48	
Groton	3	2,961.84	1,300.00		125.30	23.52		1,448.82	1,513.02	49	
Haverhill	1	50,311.53	3,100.00	8,261.62		792.46	15,361.97	27,516.05	22,795.48	55	Do.
Highlandville	3	4,800.29	1,600.00		149.00	8.00		1,757.00	3,043.29	37	
Hingham	3	5,356.45	1,700.00	250.00	226.50	46.40		2,222.90	3,133.55	41	
Holliston	3	2,785.07	1,400.00		227.00	17.60		1,644.60	1,140.47	59	
Holyoke	1	58,270.50	3,100.00	7,069.79	1,997.21	714.80	16,458.50	29,340.30	28,930.20	50	
Hopedale	3	4,240.75	1,500.00		117.20	20.32		1,667.52	2,573.23	39	
Hopkinton	3	2,092.64	1,200.00		207.85	12.32		1,420.17	672.47	68	
Hudson	3	7,557.72	1,900.00		390.00	37.04		2,327.04	5,230.68	31	
Hyannis	3	4,010.05	1,400.00	70.00	200.00	21.12		1,691.12	2,324.93	42	

Hydepark	2	22,459.53	2,600.00	3,728.11	1,000.00	350.49	9,010.24	16,688.84	5,770.69	74	
Indian Orchard	3	2,815.19	1,200.00		150.00	12.10		1,362.16	1,453.03	48	
Ipswich	3	5,339.69	1,700.00		258.00	37.44		1,995.44	3,344.25	37	
Lawrence	1	51,961.09	3,100.00	7,634.02	2,375.00	841.30	19,037.01	32,987.33	18,973.76	63	
Lee	3	14,989.81	1,700.00		354.57	23.68		2,078.25	12,911.56	14	
Lenox	3	7,095.80	1,800.00	100.00	258.00	52.96		2,210.96	4,884.84	31	
Leominster	2	18,209.77	2,400.00	2,466.86	500.00	84.52	5,427.40	10,878.78	7,330.99	60	
Lexington	3	4,574.79	1,700.00		174.00	49.76		1,923.76	2,651.03	42	
Lowell	1	153,743.30	3,400.00	21,629.92		1,431.89	42,782.17	69,243.98	84,499.32	45	Do.
Lynn	1	132,565.49	3,400.00	13,980.82		1,294.29	31,115.31	49,790.43	82,775.06	38	Do.
Malden	2	36,990.59	2,800.00	3,818.93	1,200.00	819.58	15,105.16	23,743.67	13,246.92	64	
Manchester	3	5,195.18	1,600.00	100.00	203.23	52.48		1,955.71	3,239.47	38	
Mansfield	3	5,316.64	1,600.00		209.55	25.20		1,834.75	3,481.89	35	
Marblehead	2	10,282.65	2,200.00	1,600.00	220.00	61.68	3,503.56	7,585.24	2,697.41	74	
Marlboro	2	16,204.69	2,500.00	2,100.00	850.00	128.39	7,132.21	12,710.60	3,494.09	78	
Maynard	3	3,741.13	1,400.00		250.00	14.32		1,664.32	2,076.81	44	
Medfield	3	5,473.57	1,600.00		220.92	17.12		1,838.04	3,635.53	34	
Medford	2	32,630.53	2,700.00	2,328.23	385.82	229.47	7,197.85	12,836.36	19,794.17	39	
Medway	3	2,174.64	1,100.00		139.00	10.40		1,249.40	925.24	57	
Melrose	2	23,068.76	2,500.00	3,800.00	1,300.00	292.34	7,692.51	15,584.85	7,483.91	68	
Merrimac	3	2,990.74	1,800.00		228.00	9.28		1,537.28	1,453.46	51	
Methuen	3	4,400.10	1,600.00		117.80	22.48		1,740.28	2,659.82	40	
Middleboro	2	17,276.37	2,500.00	2,000.00	500.00	58.20	2,634.20	7,692.40	9,583.97	45	
Milford	2	12,990.81	2,400.00	2,095.93	900.00	89.16	4,629.14	10,114.23	2,876.58	78	
Millbury	3	3,584.31	1,500.00	120.00	236.00	25.44		1,881.44	1,702.87	52	
Milton	3	7,675.76	1,900.00		350.00	56.24		2,306.24	5,369.52	30	
Mittineague	3	3,864.20	1,500.00		197.00	9.92		1,706.92	2,157.28	44	
Monson	3	4,433.27	1,600.00		306.00	26.64		1,932.64	2,500.63	44	
Nantucket	3	6,889.53	1,800.00	150.00	260.00	29.52		2,239.52	4,650.01	33	
Natick	2	10,690.71	2,300.00	1,700.00	815.00	71.03	3,517.90	8,403.93	2,286.78	79	
Needham	3	3,059.56	1,300.00		164.25	20.48		1,484.73	1,574.83	49	
New Bedford	1	68,276.40	3,200.00	10,261.95		832.16	27,907.88	42,201.99	26,074.41	62	Do.
Newburyport	2	23,880.83	2,600.00	3,400.00	1,114.60	343.96	8,494.68	15,953.24	7,927.59	67	
Newton Center	1	59,489.61	3,100.00	14,300.00	3,833.07	787.60	20,852.48	42,873.08	16,616.53	72	
North Abington	3	3,523.28	1,500.00		252.00	17.68		1,769.68	1,753.60	50	
North Adams	2	30,448.76	2,700.00	4,068.04	1,250.00	474.45	7,863.18	16,375.67	14,073.09	54	
Northampton	2	29,591.74	2,700.00	3,625.00	850.00	397.64	6,932.38	14,505.02	15,086.72	49	
North Andover Depot	3	2,445.16	1,200.00		140.00	18.08		1,358.08	1,087.08	56	
North Attleboro	2	10,283.05	2,100.00	1,400.00	650.60	76.02	3,044.15	7,270.17	3,012.88	71	
Northboro	3	2,618.75	1,400.00		117.69	9.84		1,527.53	1,091.22	58	
North Brookfield	2	9,318.16	2,000.00	800.00	302.22	29.12		3,131.34	6,186.82	34	
North Easton	3	4,917.91	1,600.00		132.90	26.80		1,759.70	3,158.21	36	
Norwood	2	11,460.84	2,300.00	1,500.00	310.00	92.18		4,202.18	7,258.66	37	
Orange	2	10,451.23	2,200.00	1,300.00	500.00	36.06	956.67	4,992.73	5,458.50	47	
Palmer	2	6,723.45	2,000.00	800.00	400.00	49.37		3,249.37	3,474.08	48	
Peabody	2	14,805.46	2,500.00	1,700.00	576.31	83.48	4,632.51	9,492.30	5,313.16	64	
Pittsfield	1	41,960.90	3,000.00	5,518.56	1,799.76	743.10	9,914.43	20,975.85	20,985.05	50	
Plymouth	2	12,589.49	2,300.00	1,900.00	675.00	95.36	3,431.88	8,402.24	4,187.25	67	
Provincetown	3	5,016.63	1,600.00		280.00	20.40		1,900.40	3,116.23	38	
Quincy	2	23,697.18	2,500.00	2,824.00	1,000.00	240.66	8,968.24	15,532.90	8,164.28	66	
Randolph	3	3,565.94	1,400.00		277.00	33.36		1,710.36	1,855.58	48	
Reading	2	10,033.96	2,000.00	1,018.00	325.00	63.16		3,406.16	6,627.80	34	

No. 10.—*Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Rockland	3	$7,189.07	$1,900.00	$100.00	$460.00	$45.92		$2,505.92	$4,683.15	35	
Rockport	3	3,338.47	1,400.00	50.00	281.14	19.12		1,750.26	1,588.21	52	
Salem	1	54,313.38	3,100.00	8,076.08	2,559.19	872.47	$15,218.02	29,825.76	24,487.62	55	
Sandwich	3	2,966.76	1,300.00		210.00	11.84		1,521.84	1,444.92	51	
Sharon	3	2,754.88	1,300.00		115.00	20.48		1,435.48	1,319.40	52	
Shelbourne Falls	3	5,178.26	1,700.00	200.00	231.00	14.64		2,145.64	3,032.62	41	
South Ashburnham	3	2,514.30	1,200.00		114.13	2.56		1,316.69	1,197.61	52	
South Braintree	3	4,307.90	1,300.00		277.00	21.30		1,598.30	2,709.60	37	
Southbridge	2	8,939.99	2,000.00	1,000.00	450.00	36.92		3,486.92	5,453.07	39	
South Framingham	2	16,555.06	2,400.00	2,232.62	750.00	133.44	3,592.46	9,108.52	7,446.54	55	
South Gardner	3	2,972.10	1,300.00		111.00	7.92		1,418.92	1,553.18	48	
South Hadley Falls	3	4,652.35	1,200.00		237.00	9.36		1,446.36	3,205.99	31	
South Weymouth	3	5,542.93	1,600.00		256.00	28.40		1,884.40	3,658.53	34	
Spencer	2	8,019.14	2,000.00	800.00	410.00	46.17		3,256.17	4,762.97	41	
Springfield	1	191,650.07	3,500.00	23,937.25		2,191.30	30,298.74	59,927.29	131,722.78	31	In Government building.
Stockbridge	3	4,336.68	1,500.00		304.00	24.08		1,828.08	2,508.60	42	
Stoneham	2	7,963.70	2,000.00	1,500.00	500.00	78.95		4,078.95	3,884.75	51	
Stoughton	3	5,382.41	1,700.00		250.00	34.32		1,984.32	3,398.09	37	
Swampscott	3	4,308.35	1,500.00	90.00	210.00	69.28		1,869.28	2,439.07	43	
Taunton	2	38,595.15	2,900.00	5,495.10		542.37	14,707.40	23,644.87	14,950.28	61	Do.
Townsend	3	2,389.77	1,000.00		115.00	5.92		1,120.92	1,268.85	47	
Turners Falls	3	5,420.50	1,700.00		308.00	17.68		2,025.68	3,394.82	37	
Uxbridge	3	3,416.81	1,400.00		224.22	15.12		1,639.34	1,777.47	48	
Vineyard Haven	3	2,833.28	1,200.00	150.00	190.57	12.64		1,553.21	1,280.07	55	
Wakefield	2	11,050.11	2,300.00	2,050.00	600.00	162.54	4,298.32	9,410.86	1,639.25	85	
Walnuthill	3	3,114.99	1,200.00		196.00	19.28		1,415.28	1,699.71	45	
Walpool	3	4,845.74	1,600.00		200.00	23.28		1,823.28	3,022.46	38	
Waltham	2	27,847.99	2,700.00	3,400.00	1,500.00	297.27	10,260.05	18,157.32	9,690.67	65	
Ware	2	9,852.18	2,100.00	1,000.00	389.00	39.29		3,528.29	6,323.89	36	
Wareham	3	2,743.88	1,300.00		139.08	17.76		1,456.84	1,287.04	53	
Warren	3	3,946.83	1,600.00		254.81	19.04		1,873.85	2,072.98	47	
Watertown	2	18,235.67	2,400.00	1,923.00	700.00	131.48	4,324.24	9,478.72	8,756.95	52	
Waverley	3	4,759.53	1,400.00		174.00	17.52		1,591.52	3,168.01	33	
Webster	2	9,812.37	2,100.00	1,400.00	500.00	61.56		4,061.56	5,750.81	41	
Wellesley	3	7,613.32	1,900.00	75.00	375.00	103.84		2,453.84	5,159.48	32	
West Acton	3	4,225.80	1,000.00		159.70	4.40		1,164.10	3,061.70	28	
Westboro	2	9,221.21	2,200.00	1,200.00	540.00	57.38	2,628.85	6,626.23	2,594.98	72	
West Brookfield	3	2,307.60	1,100.00		93.56	7.76		1,201.32	1,106.28	52	
Westfield	2	27,774.27	2,800.00	3,668.53	1,100.00	141.13	6,351.67	14,061.33	13,712.94	51	
West Gardner	2	8,301.17	2,200.00	1,300.00	290.00	25.94		3,815.94	4,485.23	46	

West Medford	2	11,347.16	2,300.00	1,033.70	387.32	52.16	1,658.41	5,431.59	5,915.57	48	
Weymouth	3	4,252.67	1,600.00		292.80	27.36		1,920.16	2,332.51	45	
Weymouth Center	3	7,905.75	1,400.00		256.00	7.60		1,663.60	6,242.15	21	
Whitinsville	3	5,063.69	1,600.00		231.00	22.80		1,853.80	3,209.89	37	
Whitman	3	6,248.38	1,700.00		306.00	36.64		2,042.64	4,205.74	33	
Williamstown	3	7,110.65	1,800.00		310.00	39.20		2,149.20	4,961.45	30	
Winchendon	3	6,915.95	1,800.00	60.00	228.00	20.64		2,108.64	4,807.31	30	
Winchester	2	13,452.41	2,200.00	1,406.52	800.00	165.82	3,896.76	8,469.10	4,983.31	63	
Woburn	2	15,357.98	2,400.00	1,900.00	700.00	216.91	8,074.40	13,290.41	2,067.57	87	
Wollaston	2	11,342.54	2,200.00	1,100.00	410.00	72.86		3,782.86	7,559.68	33	
Worcester	1	225,002.26	3,600.00	35,196.18	762.02	3,148.48	62,269.25	104,975.93	120,026.33	47	Do.
Total		5,577,911.01	332,250.00	881,327.09	108,489.07	75,985.68	1,281,145.59	2,679,197.43	2,898,713.58	48	
MICHIGAN.											
Adrian	2	27,050.48	2,700.00	3,100.00	832.84	198.10	6,413.97	13,244.91	13,805.57	49	
Agricultural College	3	3,398.64	1,200.00	60.00		2.48		1,262.48	2,136.16	37	
Albion	2	21,044.57	2,500.00	2,000.00	600.00	52.52	2,453.08	7,605.60	13,438.97	36	
Allegan	3	7,030.01	1,800.00	200.00	439.95	6.96		2,446.91	4,583.10	35	
Alma	3	5,329.02	1,600.00		245.00	10.56		1,855.56	3,473.46	35	
Alpena	2	9,939.75	2,000.00	1,500.00	537.48	26.18	3,707.41	7,771.07	2,168.68	78	
Ann Arbor	2	37,503.99	2,900.00	5,658.34	1,600.83	534.06	10,526.64	21,219.87	16,284.12	57	
Badaxe	3	3,355.10	1,300.00	200.00	188.00	3.36		1,691.36	1,663.74	50	
Bangor	3	2,584.97	1,200.00		104.89	2.40		1,307.29	1,277.68	51	
Battlecreek	1	60,042.31	3,100.00	6,717.78	2,000.00	787.20	9,757.68	22,362.66	37,679.65	37	
Bay City	2	36,371.79	2,800.00	5,956.30		315.16	13,405.66	22,487.12	13,884.67	62	Do.
Belding	3	5,362.22	1,600.00	100.00	358.00	7.84		2,065.84	3,296.38	39	
Bellaire	3	2,241.97	1,000.00		174.00	.80		1,174.80	1,067.17	52	
Benton Harbor	2	16,327.48	2,400.00	1,674.73	650.00	87.16	2,644.85	7,456.74	8,870.74	46	
Bessemer	3	3,758.92	1,400.00		54.00	3.60		1,457.60	2,301.32	39	
Big Rapids	2	10,703.05	2,100.00	1,400.00	650.00	20.73		4,170.73	6,532.32	39	
Birmingham	3	2,665.91	1,200.00	100.00	169.00	3.36		1,472.36	1,193.55	55	
Blissfield	3	2,835.79	1,200.00	50.00	128.00	5.44		1,383.44	1,452.35	49	
Bronson	3	2,557.62	1,100.00	150.00	174.00	2.16		1,426.16	1,131.46	56	
Buchanan	3	4,619.01	1,600.00		307.81	4.80		1,912.61	2,706.40	41	
Cadillac	2	10,957.34	2,100.00	1,500.00	600.00	17.17		4,217.17	6,740.17	38	
Calumet	2	15,077.49	2,300.00	2,141.02	1,000.00	1.50	6,096.36	11,538.88	3,538.61	77	
Caro	3	5,567.93	1,600.00	40.00	286.00	5.20		1,931.20	3,636.73	35	
Carson City	3	2,686.16	1,100.00		104.08	2.24		1,206.32	1,479.84	45	
Cass City	3	2,838.88	1,200.00	150.00	196.00	1.28		1,547.28	1,291.60	55	
Cassopolis	3	4,337.24	1,400.00	200.00	233.00	6.32		1,839.32	2,497.92	42	
Cedar Springs	3	2,584.56	1,100.00		142.00	1.44		1,243.44	1,341.12	48	
Charlevoix	3	4,461.05	1,500.00	235.00	348.23	7.60		2,090.83	2,370.22	47	
Charlotte	2	10,002.59	2,100.00	1,700.00	637.83	22.96		4,460.79	5,541.80	45	
Cheboygan	3	7,830.49	1,900.00	200.00	420.00	12.40		2,532.40	5,298.09	32	
Chelsea	3	3,869.03	1,500.00	60.00	223.79	6.40		1,790.19	2,078.84	46	
Chesaning	3	2,804.04	1,200.00	50.00	177.00	2.16		1,429.16	1,374.88	51	
Clare	3	2,893.64	1,300.00	250.00	250.00	4.16		1,804.16	1,089.48	62	
Clinton	3	2,434.58	1,000.00		180.60	1.84		1,182.44	1,252.14	49	
Clio	3	1,296.28	550.00	75.00	71.05	1.04		697.09	599.19	54	Presidential, Jan. 1, 1899.
Coldwater	2	13,615.42	2,300.00	2,100.00	975.00	50.55	3,510.77	8,936.32	4,679.10	66	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Constantine	3	$3,018.42	$1,500.00		$256.00	$3.36		$1,759.36	$1,259.06	58	
Corunna	3	4,430.04	1,500.00	$150.00	294.00	6.00		1,950.00	2,480.04	44	
Croswell	3	2,496.44	1,100.00	80.00	140.00	1.92		1,321.92	1,174.52	53	
Crystal Falls	3	2,889.74	1,100.00	30.00	187.25	2.16		1,319.41	1,570.33	46	
Decatur	3	2,898.32	1,400.00	60.00	135.00	2.56		1,597.56	1,300.76	55	
Detroit	1	676,017.89	6,000.00	109,936.67	3,010.94	5,588.87	$171,553.64	296,090.12	379,927.77	44	In Government building.
Dowagiac	2	13,087.04	2,200.00	1,600.00	660.00	11.28	481.25	4,952.53	8,134.51	38	
Dundee	3	2,117.41	1,000.00	30.00	152.00	8.48		1,190.48	926.93	56	
Durand	3	3,843.09	1,300.00	80.00	210.00	8.08		1,607.08	2,236.01	42	
East Tawas	3	2,338.22	1,200.00		224.37	2.40		1,426.77	911.45	61	
Eaton Rapids	3	5,336.51	1,600.00	60.00	304.00	10.08		1,974.08	3,362.43	37	
Escanaba	2	11,331.63	2,200.00	1,500.00	675.00	20.73	3,575.72	7,971.45	3,360.18	70	
Evart	3	3,775.68	1,400.00		221.00	2.80		1,623.80	2,151.88	43	
Fenton	3	6,787.02	1,700.00	23.33	206.00	9.28		1,938.61	4,848.41	29	
Flint	2	29,293.64	2,700.00	4,500.00	979.58	279.39	6,951.89	15,410.86	13,882.78	53	
Flushing	3	2,766.55	1,200.00		196.00	1.68		1,397.68	1,368.87	51	
Fowlerville	3	2,636.65	1,200.00		196.00	2.48		1,398.48	1,238.17	53	
Frankfort	3	2,440.41	1,100.00	150.00	193.92	4.08		1,448.00	992.41	59	
Fremont	3	4,138.10	1,500.00	80.00	252.00	2.32		1,834.32	2,303.78	44	
Gaylord	3	3,283.35	1,300.00		159.65	2.96		1,462.61	1,820.74	45	
Gladstone	3	4,884.73	1,600.00		234.00	5.28		1,839.28	3,045.45	38	
Grand Haven	3	7,318.08	1,900.00	110.00	335.00	16.08		2,361.08	4,957.00	32	
Grandledge	3	4,294.72	1,500.00	60.00	265.47	6.08		1,831.55	2,463.17	43	
Grand Marais	3	1,836.91	825.00		87.00	.64		912.64	924.27	50	Presidential, Oct. 1, 1898.
Grand Rapids	1	212,492.59	3,500.00	29,972.58	650.00	1,532.34	48,299.39	83,954.31	128,538.28	40	In Government building.
Grayling	3	2,591.56	1,300.00	100.00	194.00	2.40		1,596.40	995.16	62	
Greenville	3	7,223.48	1,800.00	80.00	362.50	10.48		2,252.98	4,970.50	31	
Hancock	2	9,499.04	2,000.00	1,068.78	460.00	12.46		3,541.24	5,957.80	37	
Harbor Springs	3	3,300.28	1,200.00	350.00	223.00	8.08		1,781.08	1,519.20	54	
Hart	3	4,053.78	1,400.00	91.58	260.00	2.88		1,754.46	2,299.32	43	
Hartford	3	2,767.75	1,000.00	199.98	144.00	2.16		1,346.14	1,421.61	49	
Hastings	3	7,329.36	1,800.00	300.00	358.00	9.92		2,467.92	4,861.44	34	
Hillsdale	2	10,082.59	2,100.00	1,200.00	400.00	58.69	3,478.09	7,236.78	2,845.81	72	
Holland	2	11,054.59	2,200.00	1,200.00	500.00	6.16	3,096.56	7,002.72	4,051.87	63	
Holly	3	5,123.09	1,600.00		208.00	5.60		1,813.60	3,309.49	35	
Homer	3	2,945.39	1,200.00	30.00	141.91	4.40		1,376.31	1,569.08	47	
Houghton	3	10,680.14	1,900.00	150.00	360.00	12.08		2,422.08	8,258.06	23	
Howard	3	2,844.42	1,200.00	150.00	196.00	2.48		1,548.48	1,295.94	54	
Howell	3	6,423.28	1,700.00	94.94	290.89	9.76		2,104.59	4,318.69	33	
Hudson	3	8,646.84	1,900.00	240.00	406.23	9.34		2,555.57	6,091.27	30	
Imlay City	3	3,192.20	1,300.00	40.00	225.00	2.64		1,567.64	1,624.56	49	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Ovid	3	$3,429.61	$1,400.00		$197.55	$4.24		$1,601.79	$1,827.82	47	
Owosso	2	20,103.23	2,500.00	$2,500.00	658.38	86.32	$4,780.55	10,525.25	9,577.98	52	
Oxford	3	4,138.06	1,400.00	130.00	132.00	2.96		1,664.96	2,473.10	40	
Paw Paw	3	3,864.18	1,500.00	50.00	222.57	3.12		1,775.69	2,088.49	46	
Pentwater	3	3,007.90	1,300.00	160.00	198.96	1.60		1,660.56	1,347.34	55	
Petoskey	2	11,787.75	2,300.00	1,377.45	560.00	25.44	2,222.26	6,485.15	5,302.60	55	
Plainwell	3	2,954.94	1,300.00		232.00	5.84		1,537.84	1,417.10	52	
Plymouth	3	3,458.83	1,300.00	20.00	166.92	7.12		1,494.04	1,964.79	43	
Pontiac	2	16,796.62	2,400.00	2,000.00	541.90	75.29	4,667.26	9,684.45	7,112.17	58	
Port Huron	2	34,478.10	2,800.00	4,404.89		306.61	7,969.88	15,481.38	18,996.72	45	In Government building.
Portland	3	5,208.41	1,600.00	40.00	250.00	6.72		1,896.72	3,311.69	36	
Quincy	3	3,537.88	1,400.00	30.00	273.04	3.84		1,706.88	1,831.00	48	
Reading	3	3,204.69	1,400.00		216.00	1.92		1,617.92	1,586.77	50	
Reed City	3	6,103.47	1,700.00	50.00	294.00	7.44		2,051.44	4,052.03	34	
Rochester	3	2,649.72	1,100.00		174.00	3.76		1,277.76	1,371.96	48	
Romeo	3	3,679.74	1,500.00		280.29	5.84		1,786.13	1,893.61	49	
Saginaw	1	64,286.85	3,100.00	8,186.12	9.78	521.27	15,453.81	27,270.98	37,015.87	42	Do.
Saginaw, West Side	2	17,070.49	2,500.00	2,407.14	750.00	82.53	7,440.65	13,180.32	3,890.17	77	
St. Clair	3	4,305.75	1,600.00	200.00	274.00	5.68		2,079.68	2,226.07	48	
St. Ignace	3	3,181.60	1,400.00	280.00	190.00	6.08		1,876.08	1,305.52	59	
St. Johns	2	8,960.36	2,000.00	1,200.00	500.00	14.96		3,714.96	5,245.40	41	
St. Joseph	2	11,520.98	2,300.00	1,300.00	500.00	27.48	749.32	4,876.80	6,644.18	42	
St. Louis	3	4,965.03	1,600.00	70.00	331.00	8.48		2,009.48	2,955.55	40	
Sandbeach	3	2,630.60	1,000.00	150.00	166.00	2.48		1,318.48	1,312.12	50	
Saranac	3	1,648.18	750.00		105.00	1.04		856.04	792.14	52	Presidential, Oct. 1, 1898.
Sault Ste. Marie	2	13,044.40	2,300.00	2,200.00	800.00	27.58	2,886.00	8,213.58	4,830.82	63	
Schoolcraft	3	2,058.00	1,200.00		160.00	1.68		1,361.68	696.32	66	
Shelby	3	3,135.21	1,300.00	45.00	119.07	1.44		1,465.51	1,669.70	47	
South Grand Rapids	3	1,329.95	1,500.00		82.00			1,582.00		111	$252.05, deficit.
South Haven	3	7,498.22	1,800.00	50.00	258.00	10.16		2,118.16	5,380.06	28	
Sparta	3	1,637.53	750.00		81.00	1.20		832.20	805.33	51	Presidential, Oct. 1, 1898.
Stanton	3	2,895.90	1,200.00	30.00	228.00	2.40		1,460.40	1,435.50	50	
Sturgis	3	5,838.91	1,700.00	270.00	308.00	10.16		2,288.16	3,550.75	39	
Tecumseh	3	6,438.10	1,800.00	90.00	282.42	8.88		2,181.30	4,256.80	34	
Threeoaks	3	7,222.46	1,800.00		166.00	2.00		1,970.00	5,252.46	27	
Three Rivers	2	10,670.12	2,100.00	1,039.45	375.00	11.76		3,526.21	7,143.91	33	
Traverse City	2	15,113.28	2,400.00	1,832.97	675.00	41.65	3,052.54	8,002.16	7,111.12	53	
Union City	3	3,376.67	1,200.00		170.00	3.92		1,373.92	2,002.75	41	
Vassar	3	4,019.35	1,500.00	200.00	250.00	4.72		1,954.72	2,064.63	42	
Vicksburg	3	2,428.28	1,100.00	70.00	166.00	4.48		1,340.48	1,087.80	55	
Wayne	3	2,575.60	1,100.00	40.00	174.95	3.12		1,318.07	1,257.53	51	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—continued.											
Hastings	3	$5,347.70	$1,300.00	$80.00	$331.00	$19.92		$1,730.92	$3,616.78	32	
Heron	3	2,750.68	1,200.00		191.00	1.60		1,392.60	1,358.08	51	
Hibbing	3	3,319.21	1,300.00		228.67	2.48		1,531.15	1,788.06	46	
Hutchinson	3	4,699.83	1,500.00	150.00	277.00	3.84		1,930.84	2,768.99	41	
Jackson	3	3,792.63	1,400.00	60.00	198.00	3.36		1,661.36	2,131.27	44	
Janesville	3	2,702.79	1,200.00		195.75	1.12		1,396.87	1,305.92	52	
Kasson	3	2,855.49	1,200.00	39.98	163.22	2.40		1,405.60	1,449.89	49	
Kenyon	3	2,444.23	1,100.00	50.00	174.00			1,324.00	1,120.23	54	
Lake Benton	3	2,486.33	1,100.00		146.70	1.20		1,247.90	1,238.43	50	
Lake City	3	7,532.67	1,900.00		334.07	11.12		2,245.19	5,287.48	30	
Lake Crystal	3	2,540.27	1,200.00	60.00	196.00	3.20		1,459.20	1,081.07	57	
Lakefield	3	1,171.78	500.00		68.50			568.50	603.28	49	Presidential, Jan. 1, 1899.
Lesueur	3	3,731.64	1,400.00	140.00	212.00	4.32		1,756.32	1,975.32	47	
Litchfield	3	5,542.60	1,600.00	100.00	296.00	7.52		2,003.52	3,539.08	36	
Littlefalls	3	8,194.09	1,900.00	110.00	360.00	12.48		2,382.48	5,811.61	29	
Long Prairie	3	3,091.13	1,200.00		166.00	3.12		1,369.12	1,722.01	44	
Luverne	3	5,256.71	1,600.00		236.00	3.36		1,839.36	3,417.35	35	
Madelia	3	4,572.13	1,500.00		277.00	2.96		1,779.96	2,792.17	39	
Madison	3	3,033.70	1,300.00		221.75	3.76		1,525.51	1,508.19	50	
Mankato	2	24,066.18	2,600.00	3,373.33		286.04	$4,557.68	10,817.05	13,249.13	45	In Government building.
Mapleton	3	2,352.25	1,000.00		164.00	.40		1,164.40	1,187.85	49	
Marshall	3	5,378.69	1,600.00	50.00	296.00	6.08		1,952.08	3,426.61	36	
Melrose	3	2,355.93	1,200.00	50.00	223.00	3.84		1,476.84	879.09	63	
Minneapolis	1	607,342.75	5,000.00	93,502.86	3,450.00	6,670.65	139,129.85	247,753.36	359,589.39	41	Do.
Montevideo	3	4,944.71	1,600.00	40.00	290.20	6.73		1,936.93	3,007.78	39	
Monticello	3	2,242.35	1,000.00		150.00	1.76		1,151.76	1,090.59	51	
Moorhead	3	7,441.38	1,800.00		455.78	12.96		2,268.74	5,172.64	30	
Morris	3	5,019.28	1,700.00	150.00	294.00	5.68		2,149.68	2,869.60	43	
New Prague	3	2,334.36	1,000.00		164.00	3.76		1,167.76	1,166.60	50	
New Ulm	3	7,393.55	1,800.00	80.00	458.00	15.20		2,353.20	5,040.35	32	
Northfield	3	8,904.78	1,900.00	300.00	460.00	14.72		2,674.72	6,230.06	30	
Olivia	3	2,257.52	1,000.00	40.00	174.00	1.36		1,215.36	1,042.16	54	
Ortonville	3	2,975.74	1,300.00	150.00	166.00	2.88		1,618.88	1,356.86	54	
Osakis	3	1,151.22	500.00	20.00	70.00	.88		590.88	560.34	51	Presidential, Jan. 1, 1899.
Owatonna	2	10,865.93	2,200.00	1,000.00	460.00	22.76		3,682.76	7,183.17	34	
Park Rapids	3	1,409.44	600.00	50.00	96.00	.80		746.80	662.64	53	Do.
Pelican Rapids	3	1,183.32	500.00	75.00	72.00	.16		647.16	536.16	55	Do.
Perham	3	2,792.68	1,100.00	150.00	174.00	1.00		1,425.00	1,367.08	51	
Pipestone	3	5,803.61	1,700.00	110.00	331.00	6.16		2,147.16	3,650.45	37	
Plainview	3	2,394.07	1,100.00		183.00	1.84		1,284.84	1,109.23	54	
Preston	3	3,092.41	1,400.00	200.00	250.00	3.20		1,853.20	1,239.21	60	

Princeton	3	3,889.61	1,500.00	80.00	220.00			1,800.00	2,089.61	46	
Redlake Falls	3	1,290.58	500.00	25.00	85.70	.48		611.18	679.40	47	Do.
Red Wing	2	13,281.23	2,300.00	1,685.71	849.90	54.80	2,638.40	7,528.81	5,752.42	57	
Redwood Falls	3	4,255.74	1,500.00	50.00	304.00	6.48		1,860.48	2,395.26	44	
Renville	3	2,510.91	1,100.00		190.00	1.36		1,291.36	1,219.55	51	
Rochester	2	12,318.85	2,300.00	1,875.27	700.00	30.62	3,459.45	8,365.34	3,953.51	68	
Rush City	3	2,780.62	1,200.00	200.00	200.00	2.64		1,602.64	1,177.98	57	
St. Charles	3	3,076.45	1,300.00	120.00	188.10	2.24		1,610.34	1,466.11	52	
St. Cloud	2	14,559.38	2,400.00	2,097.82	1,300.00	118.72	3,903.77	9,820.31	4,739.07	67	
St. James	3	5,108.94	1,600.00	200.00	331.00	6.24		2,137.24	2,971.70	42	
St. Paul	1	482,761.58	3,900.00	77,771.87	1,840.00	4,307.56	116,925.76	204,745.19	278,016.39	42	In Government building.
St. Peter	3	6,721.75	1,800.00	150.00	358.00	11.68		2,319.68	4,402.07	34	
Sauk Center	3	5,535.76	1,700.00	100.00	331.00	10.48		2,141.48	3,394.28	39	
Shakopee	3	3,246.47	1,300.00	200.00	228.00	4.72		1,732.72	1,513.75	53	
Sherburne	3	3,029.44	1,200.00	30.00	197.00	1.84		1,428.84	1,600.60	47	
Slayton	3	2,930.78	1,300.00	60.00	176.00	1.76		1,537.76	1,393.02	52	
Sleepyeye	3	5,493.33	1,500.00	50.00	174.00	5.76		1,729.76	3,763.57	31	
South St. Paul	3	7,872.41	1,400.00		228.00	8.96		1,631.96	6,240.45	21	
Springfield	3	3,204.66	1,300.00		165.90	3.52		1,469.42	1,735.24	46	
Spring Valley	3	4,361.94	1,500.00	200.00	318.00	3.60		2,021.60	2,340.34	46	
Staples	3	3,015.31	1,400.00		223.00	4.32		1,627.32	1,387.99	54	
Stillwater	2	14,599.05	2,400.00	2,200.00	1,000.00	70.44	5,161.84	10,832.28	3,766.77	74	
Tower	3	2,792.86	1,200.00	100.00	196.00	2.88		1,498.88	1,293.98	54	
Tracy	3	4,511.11	1,500.00	400.00	172.00	4.48		2,076.48	2,434.63	46	
Two Harbors	3	4,081.19	1,500.00	60.00	270.00	5.76		1,835.76	2,245.43	45	
Virginia	3	3,121.45	1,300.00		256.00	3.36		1,559.36	1,562.09	50	
Wabasha	3	4,262.60	1,300.00	150.00	252.00	5.76		1,707.76	2,554.84	40	
Wadena	3	4,400.73	1,600.00	100.00	234.00	5.60		1,939.60	2,461.13	44	
Warren	3	3,182.45	1,300.00	100.00	170.00	3.28		1,573.28	1,609.17	49	
Waseca	3	5,842.54	1,800.00	50.00	308.00	10.96		2,168.96	3,673.58	37	
Waterville	3	2,587.93	1,300.00	110.00	166.38	3.68		1,580.06	1,007.87	61	
Wells	3	4,825.02	1,600.00	150.00	234.00	4.16		1,988.16	2,836.86	41	
West Duluth	3	4,667.88	1,600.00	400.00	358.00	10.08		2,368.08	2,299.80	51	
Wheaton	3	2,280.31	1,300.00		123.40	1.52		1,424.92	1,855.39	43	
Willmar	3	6,450.32	1,800.00	120.00	286.00	7.12		2,213.12	4,237.20	34	
Windom	3	5,107.50	1,600.00	100.00	304.00	3.92		2,007.92	3,099.58	39	
Winnebago City	3	5,421.78	1,600.00	200.00	236.03	5.44		2,041.47	3,380.31	38	
Winona	2	33,506.50	2,800.00	4,783.15		257.43	9,171.78	17,012.36	16,494.14	51	Do.
Worthington	3	5,610.16	1,600.00	130.00	331.00	6.88		2,067.88	3,542.28	37	
Zumbrota	3	3,009.38	1,300.00	100.00	198.00	1.92		1,599.92	1,409.46	53	
Total		1,776,384.98	180,850.00	218,807.64	35,867.26	13,477.31	313,356.39	762,358.60	1,014,026.38	43	
MISSISSIPPI.											
Aberdeen	3	5,139.20	1,700.00	100.00		13.60		1,813.60	3,325.60	35	Do.
Bay St. Louis	3	2,912.24	1,300.00		147.95	25.85		1,473.80	1,438.44	51	
Biloxi	3	5,837.22	1,800.00		358.00	60.88		2,218.88	3,618.34	38	
Brookhaven	3	5,041.72	1,800.00	200.00	254.00	15.60		2,069.60	2,972.12	41	
Canton	3	4,787.49	1,700.00	250.00	286.00	24.16		2,260.16	2,527.33	47	
Clarksdale	3	4,741.72	1,500.00	191.67	158.70	8.80		1,859.17	2,882.55	39	
Columbus	2	8,882.93	2,000.00	1,100.00	260.00	31.04		3,391.04	5,491.89	38	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899.*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSISSIPPI—continued.											
Corinth	3	$6,589.14	$1,700.00	$300.00	$250.45	$9.52		$2,259.97	$4,329.17	34	
Crystalsprings	3	3,462.14	1,500.00	40.00	135.70	5.92		1,681.62	1,780.52	49	
Durant	3	2,803.33	1,200.00	100.00	136.40	7.52		1,443.92	1,359.41	52	
Ellisville	3	2,639.94	1,100.00	300.00	126.40	3.76		1,530.16	1,109.78	58	
Friarpoint	3	2,013.99	1,000.00		139.40	2.48		1,141.88	872.11	57	
Greenville	2	13,863.15	2,300.00	1,600.00	600.00	100.66	$2,495.44	7,096.10	6,767.05	51	
Greenwood	3	5,152.95	1,600.00	150.00	245.80	11.92		2,007.72	3,145.23	39	
Grenada	3	4,845.41	1,700.00	250.00	234.45	10.24		2,194.69	2,650.72	45	
Hattiesburg	3	6,601.13	1,600.00	150.00	148.10	16.08		1,914.18	4,686.95	29	
Hazlehurst	3	3,586.48	1,400.00	160.00	181.00	8.40		1,749.40	1,837.08	49	
Holly Springs	3	4,361.61	1,600.00	300.00	300.00	10.88		2,210.88	2,150.73	51	
Iuka	3	2,163.92	1,100.00	180.00	121.84	2.72		1,404.56	759.36	65	
Jackson	2	21,134.38	2,500.00	2,900.00		117.08	3,864.97	9,382.05	11,752.33	44	In Government building.
Kosciusco	3	3,474.12	1,400.00	400.00	200.00	8.00		2,008.00	1,466.12	58	
Laurel	3	912.82	300.00		30.00	1.20		331.20	581.62	36	Presidential, Apr. 1, 1899.
Lexington	3	2,493.10	1,100.00		140.45	5.60		1,246.05	1,247.05	50	
McComb	3	4,787.06	1,500.00		189.00	19.04		1,708.04	3,079.02	36	
Macon	3	3,780.81	1,500.00	200.00	220.00	6.16		1,923.16	1,854.65	51	
Magnolia	3	2,370.37	1,100.00	190.00	164.05	7.60		1,461.65	908.72	62	
Meridian	2	23,440.50	2,600.00	2,900.00		125.34	4,639.73	10,265.07	13,175.43	44	In Government building.
Mosspoint	3	2,338.38	1,100.00	200.00	68.00	7.52		1,375.52	962.86	59	
Natchez	2	17,847.61	2,500.00	3,000.00	800.00	150.98	3,635.18	10,086.16	7,761.45	57	
Okolona	3	2,926.10	1,300.00	137.50	141.00	4.24		1,582.74	1,343.36	54	
Oxford	3	3,235.61	1,500.00	300.00		9.44		1,809.44	1,426.17	56	Do.
Pass Christian	3	2,404.31	1,200.00		230.00	32.96		1,462.96	941.35	61	
Port Gibson	3	3,931.86	1,600.00	40.00	222.49	6.96		1,869.45	2,062.41	48	
Rosedale	3	2,577.95	1,200.00		84.00	3.28		1,287.28	1,290.67	50	
Scranton	3	3,204.58	1,300.00	220.00	180.00	11.52		1,711.52	1,493.06	53	
Senatobia	3	1,591.70	750.00	90.00	102.75	1.84		944.59	647.11	59	Presidential, Oct. 1, 1898.
Starkville	3	3,164.29	1,400.00	100.00	145.00	5.28		1,650.28	1,514.01	52	
Summit	3	2,643.39	1,300.00	100.00	150.00	6.96		1,556.96	1,086.43	59	
Tupelo	3	3,693.08	1,400.00	300.00	210.00	7.56		1,917.56	1,775.52	52	
Vicksburg	2	28,312.48	2,700.00	4,200.18		199.22	6,161.63	13,261.03	15,051.45	47	In Government building.
Water Valley	3	4,359.09	1,600.00	50.00	245.81	9.77		1,905.58	2,453.51	44	
Wesson	3	3,527.64	1,500.00	150.00	285.00	7.20		1,942.20	1,585.44	55	
Westpoint	3	5,708.72	1,700.00	150.00	138.00	19.92		2,007.92	3,700.80	35	
Winona	3	3,952.15	1,600.00	300.00	230.00	11.60		2,141.60	1,810.55	54	
Yazoo City	3	7,755.38	1,900.00	300.00	344.50	17.12		2,561.62	5,193.76	33	
Total		260,993.19	68,950.00	21,599.35	8,604.24	1,173.42	20,796.95	121,123.96	139,869.23	46	

MISSOURI.											
Adrian	3	1,957.08	1,000.00	130.00	170.00	1.68		1,301.68	655.40	67	
Albany	3	4,379.28	1,500.00	300.00	254.00	3.76		2,057.76	2,321.52	47	
Appleton City	3	3,042.12	1,400.00	100.00	136.29	2.80		1,639.09	1,403.03	54	
Ashgrove	3	2,342.50	1,100.00	90.00	131.60	1.76		1,323.36	1,019.14	56	
Aurora	3	4,545.68	1,500.00	400.00	54.75	8.08		1,962.83	2,582.85	43	
Belton	3	1,776.85	750.00		58.50	2.72		811.22	965.63	46	Presidential, Oct. 1, 1898.
Bethany	3	4,622.24	1,600.00	150.00	252.00	8.20		2,005.20	2,617.04	43	
Bevier	3	2,713.20	1,100.00	20.69	148.00	2.72		1,271.41	1,441.79	47	
Bolivar	3	4,245.76	1,400.00	230.00	200 20	3.28		1,833.48	2,412.28	43	
Bonneterre	3	3,270.21	1,300.00	30.00	180.00	8.48		1,518.48	1,751.73	46	
Boonville	3	7,614.53	1,900.00	150.00	350.00	17.28		2,417.28	5,227.25	32	
Bowling Green	3	3,740.46	1,500.00	130.00	300.99	5.76		1,936.75	1,803.71	52	
Braymer	3	538.96	275.00		6.00	.32		281.32	257.64	52	Presidential, Apr. 1, 1899.
Brookfield	3	8,171.43	1,900.00	50.00	340.00	16.72		2,306.72	5,864.71	28	
Brunswick	3	2,892.95	1,400.00	140.00	195.00	4.72		1,739.72	1,153.23	60	
Butler	3	6,874.94	1,800.00	250.00	376.00	12.72		2,438.72	4,436.22	35	
California	3	4,077.54	1,500.00	230.00	133.00	5.20		1,868.20	2,209.34	46	
Cameron	3	6,207.37	1,800.00	500.00	358.00	14.96		2,672.96	3,534.41	43	
Canton	3	4,146.76	1,500.00	150.00	174.00	5.36		1,829.36	2,317.40	44	
Cape Girardeau	3	6,985.38	1,800.00	160.00	298.00	12.00		2,270.00	4,715.38	32	
Carrollton	3	9,095.93	1,900.00	400.00	459.60	20.64		2,780.24	6,315.69	31	
Carthage	2	16,170.87	2,400.00	2,772.52	335.00	59.38	3,348.30	8,915.20	7,255.67	55	
Caruthersville	3	1,799.15	825.00	90.00	120.00	4.72		1,039.72	759.43	58	Presidential, Oct. 1, 1898.
Cassville	3	2,260.53	1,100.00	240.00	96.00	1.04		1,437.04	823.49	64	
Centralia	3	3,596.64	1,400.00	200.00	207.45	3.68		1,811.13	1,785.51	50	
Charleston	3	4,156.29	1,500.00		173.55	7.68		1,681.23	2,475.06	40	
Chillicothe	2	13,116.40	2,300.00	2,436.43	665.19	12.90	2,701.84	8,116.36	5,000.04	62	
Clarence	3	2,289.71	1,000.00	80.00	125.21	1.12		1,206.33	1,083.38	53	
Clarksville	3	2,810.69	1,100.00	50.00	206.00	2.48		1,358.48	1,452.21	48	
Clinton	2	11,414.22	2,400.00	1,900.00	600.00	155.47	1,114.52	6,169.99	5,244.33	54	
Columbia	2	14,710.54	2,400.00	2,900.00	1,000.00	89.62		6,389.02	8,320.92	43	
Desoto	3	5,985.97	1,700.00	40.00	288.09	24.00		2,052.09	3,933.88	34	
Dexter	3	3,228.36	1,200.00	70.00	202.00	4.40		1,476.40	1,751.96	46	
Doniphan	3	2,490.82	1,100.00	300.00	114.00	2.32		1,516.32	974.50	61	
Edina	3	3,043.56	1,300.00	120.00	230.00	4.72		1,654.72	1,388.84	54	
Eldorado Springs	3	3,468.15	1,400.00	199.98	217.00	4.32		1,821.30	1,646.85	53	
Excelsior Springs	3	3,148.67	1,400.00	50.00	170.21	16.08		1,636.29	1,512.38	52	
Farmington	3	3,783.32	1,400.00	220.00	147.00	10.08		1,777.08	2,006.24	47	
Fayette	3	5,373.23	1,700.00	50.00	323.00	7.76		2,080.76	3,292.47	39	
Fredericktown	3	3,167.96	1,300.00	150.00	114.00	4.16		1,568.16	1,599.80	50	
Fulton	3	7,309.94	1,800.00	200.00	345.60	11.04		2,356.64	4,953.30	32	
Gallatin	3	5,023.44	1,600.00		189.00	10.80		1,799.80	3,223.64	36	
Glasgow	3	3,140.07	1,400.00	40.00	210.68	3.76		1,654.44	1,485.63	52	
Golden City	3	2,645.98	1,200.00	30.00	111.00	1.56		1,342.36	1,303.62	51	
Grant City	3	2,775.84	1,200.00	250.00	174.00	1.60		1,625.60	1,150.24	59	
Greenfield	3	2,655.48	1,200.00	200.00	149.98	2.88		1,552.86	1,102.62	58	
Hamilton	3	4,279.61	1,500.00	60.00	191.00	6.64		1,757.64	2,521.97	41	
Hannibal	2	20,329.87	2,500.00	3,148.00		136.94	7,276.95	13,061.89	7,267.98	64	In Government building.
Harrisonville	3	4,769.46	1,600.00	30.00	225.00	15.52		1,870.52	2,898.94	39	
Hermann	3	2,850.96	1,200.00	200.00	134.49	2.24		1,536.73	1,314.23	54	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Higginsville	3	$4,983.99	$1,600.00	$60.00	$284.70	$9.12		$1,953.82	$3,030.17	39	
Holden	3	4,134.10	1,600.00	80.00	206.00	7.36		1,893.36	2,240.74	46	
Hopkins	3	2,542.06	1,000.00	140.00	152.75	2.40		1,295.15	1,246.91	51	
Humansville	3	2,138.34	1,100.00	100.00	96.00	2.32		1,298.32	840.02	61	
Huntsville	3	3,092.55	1,400.00	150.00	175.44	4.08		1,729.52	1,363.03	56	
Independence	2	9,092.61	2,100.00	1,611.69	409.98	66.24		3,187.91	5,904.70	35	
Ironton	3	1,563.86	750.00	37.50	84.00	2.24		873.74	690.12	56	Presidential, Oct. 1, 1898.
Jackson	3	3,090.19	1,300.00	250.00	140.00	2.24		1,692.24	1,397.95	55	
Jefferson City	2	20,824.14	2,500.00	2,975.00		74.12	$4,028.36	9,577.48	11,246.66	46	In Government building.
Joplin	2	23,095.67	2,500.00	2,500.00	812.50	73.72	3,928.48	9,814.70	13,280.97	42	
Kahoka	3	3,513.30	1,300.00	150.00	228.98	5.68		1,684.66	1,828.64	48	
Kansas City	1	637,864.77	6,000.00	95,863.49	4,312.00	5,237.81	94,237.61	205,650.91	432,213.86	32	Do.
Kennett	3	2,608.27	1,200.00	100.00	174.00	1.68		1,475.68	1,132.59	57	
Keytesville	3	2,601.87	1,200.00	50.00	104.00	4.32		1,358.32	1,243.55	52	
King City	3	2,245.62	1,100.00	150.00	137.10	1.92		1,389.02	856.60	62	
Kirksville	2	14,805.72	2,400.00	1,738.86	687.82	48.73	2,163.76	7,039.17	7,766.55	48	
Kirkwood	3	5,811.12	1,700.00	30.00	204.50	15.92		1,950.42	3,860.70	34	
Labelle	3	2,213.64	1,000.00	40.00	140.00	2.00		1,182.00	1,031.64	53	
Lamar	3	5,774.10	1,700.00	500.00	358.00	13.52		2,571.52	3,202.58	45	
Laplata	3	2,894.47	1,300.00	40.00	195.30	2.32		1,537.62	1,356.85	53	
Lathrop	3	2,307.01	1,100.00	30.00	145.00	3.68		1,278.68	1,028.33	55	
Lebanon	3	4,106.39	1,500.00	300.00	284.90	6.08		2,090.98	2,015.41	51	
Lees Summit	3	2,830.00	1,300.00	50.40	118.90	5.04		1,474.34	1,355.66	52	
Lexington	3	7,501.96	1,900.00	50.00	356.09	21.68		2,327.77	5,174.19	31	
Liberty	3	5,902.38	1,700.00	30.00	316.00	16.32		2,062.32	3,840.06	35	
Linneus	3	1,833.94	825.00		107.50	1.68		934.18	899.76	51	Presidential, Oct. 1, 1898.
Louisiana	2	13,779.53	2,400.00	2,476.94	600.00	68.50	2,631.92	8,177.36	5,602.17	59	
Macon	3	8,233.34	1,900.00	290.00	410.00	21.52		2,621.52	5,611.82	32	
Malden	3	3,051.14	1,300.00	274.73	223.00	4.80		1,802.53	1,248.61	59	
Marceline	3	3,351.54	1,400.00	100.00	250.40	3.68		1,754.08	1,597.46	52	
Marshall	2	9,937.27	2,100.00	1,536.09	455.05	21.08	520.27	4,632.49	5,304.78	47	
Marshfield	3	2,153.56	1,000.00	120.00	160.00	1.36		1,281.36	872.20	59	
Maryville	2	10,021.54	2,100.00	1,600.00	360.00	17.57		4,077.57	5,943.97	41	
Maysville	3	2,508.15	1,100.00	100.00	189.90	4.00		1,393.90	1,114.25	56	
Memphis	3	4,501.78	1,500.00	200.00	304.00	5.84		2,009.84	2,491.94	45	
Mexico	2	10,959.94	2,200.00	2,400.00	766.31	32.90		5,399.21	5,560.73	49	
Milan	3	3,581.66	1,300.00	130.00	202.16	6.08		1,638.24	1,943.42	46	
Moberly	2	11,979.47	2,200.00	1,800.00	709.37	109.28	3,581.32	8,399.97	3,579.50	70	
Monett	3	5,368.73	1,600.00	900.00	227.00	11.36		2,738.36	2,630.37	51	
Monroe City	3	3,736.40	1,500.00	100.00	251.55	6.32		1,857.87	1,878.53	50	
Montgomery City	3	2,537.21	1,500.00	240.00	182.00	5.36		1,927.36	609.85	76	

Mound City	3	3,465.81	1,400.00		248.00	3.68		1,651.68	1,814.13	48	
Mountaingrove	3	3,312.79	1,400.00	219.99	176.05	3.54		1,799.58	1,513.21	54	
Mount Vernon	3	3,102.42	1,200.00	150.00	161.25	2.56		1,513.81	1,588.61	49	
Neosho	3	5,588.21	1,700.00	200.00	209.26	14.56		2,123.82	3,464.39	38	
Nevada	2	23,997.76	2,300.00	1,900.00	519.10	117.64	8,347.07	8,183.81	15,813.95	34	
New Madrid	3	2,820.62	1,100.00	135.00	174.00	4.80		1,413.80	1,406.82	50	
Norborne	3	2,752.69	1,100.00	200.00	166.00	3.28		1,469.28	1,283.41	53	
Odessa	3	3,539.70	1,400.00		146.88	3.92		1,550.80	1,988.90	44	
Oregon	3	2,546.67	1,100.00	100.00	132.60	2.72		1,334.72	1,211.95	52	
Osceola	3	2,543.34	1,200.00	200.00	176.00	2.48		1,578.48	964.86	62	
Palmyra	3	4,058.89	1,500.00	110.00	254.00	8.08		1,872.08	2,186.81	46	
Paris	3	4,617.18	1,500.00	300.00	174.80	4.64		1,979.44	2,637.74	43	
Pattonsburg	3	1,238.69	550.00	20.00	89.10	1.52		660.62	578.07	53	Presidential, Jan. 1, 1899.
Pierce City	3	4,361.84	1,600.00	100.00	56.00	5.04		1,761.04	2,600.80	40	
Platte City	3	2,374.66	1,100.00		174.00	2.88		1,276.88	1,097.78	54	
Plattsburg	3	3,536.64	1,500.00	123.33	250.00	9.44		1,882.77	1,653.87	53	
Pleasant Hill	3	3,612.05	1,500.00		243.74	12.48		1,756.22	1,855.83	49	
Poplar Bluff	3	6,722.32	1,800.00	60.00	340.55	20.96		2,221.51	4,500.81	33	
Princeton	3	3,079.07	1,400.00	230.00	228.20	2.64		1,860.84	1,218.23	60	
Richhill	3	6,326.16	1,800.00	120.00	383.65	10.56		2,314.21	4,011.95	37	
Richmond	3	4,759.83	1,600.00	300.00	233.22	10.32		2,143.54	2,616.29	45	
Rockport	3	3,976.06	1,500.00	200.00	277.00	4.88		1,981.88	1,994.18	50	
Rolla	3	3,800.73	1,600.00	350.00	218.00	8.24		2,176.24	1,624.49	57	
St. Charles	2	8,522.25	2,000.00	1,183.14	383.10	26.06		3,592.30	4,929.95	42	
St. Joseph	1	155,829.68	3,500.00	22,624.00	360.00	890.35	21,771.33	49,145.68	106,684.00	32	In Government building.
St. Louis	1	1,826,742.99	6,000.00	298,401.46	11,334.75	10,791.43	320,657.64	647,185.28	1,179,557.71	35	Do.
Salem	3	2,377.06	1,100.00	300.00	151.85	4.16		1,556.01	821.05	65	
Salisbury	3	3,666.84	1,500.00	250.00	246.50	6.96		2,003.46	1,663.38	55	
Sarcoxie	3	2,286.57	1,100.00	100.00	154.00	1.84		1,355.84	930.73	59	
Savannah	3	3,730.13	1,400.00	150.00	227.00	8.16		1,785.16	1,944.97	48	
Sedalia	2	26,048.22	2,700.00	4,200.00		170.02	6,343.87	13,413.89	12,634.33	51	Do.
Seneca	3	2,273.46	1,000.00	29.91	75.99	2.32		1,108.22	1,165.24	49	
Shelbina	3	3,711.48	1,400.00	150.00	202.00	4.08		1,756.08	1,955.40	47	
Sikeston	3	2,440.42	1,100.00		149.95	3.28		1,253.23	1,187.19	51	
Slater	3	4,055.04	1,500.00	30.00	176.40	5.68		1,712.08	2,342.96	42	
South St. Joseph	3	8,007.96	1,200.00	150.00	108.69	13.36		1,472.05	6,535.91	18	
Springfield	2	44,957.51	2,900.00	5,879.62		230.63	11,659.60	20,669.85	24,287.66	46	Do.
Stanberry	3	5,294.42	1,600.00	250.00	268.00	4.56		2,120.56	3,173.86	40	
Sweet Springs	3	2,789.74	1,300.00		160.00	4.80		1,464.90	1,324.84	53	
Tarkio	3	4,476.99	1,500.00	59.17	294.00	5.76		1,858.93	2,618.06	42	
Thayer	3	2,515.40	1,000.00	300.00	166.00	2.16		1,468.16	1,047.24	58	
Tipton	3	2,712.26	1,100.00	60.00	141.00	2.96		1,303.96	1,408.30	48	
Trenton	3	7,342.07	1,900.00	900.00	306.00	15.84		3,121.84	4,220.23	43	
Troy	3	2,395.58	1,100.00	60.00	211.60	3.44		1,375.94	1,020.54	57	
Unionville	3	6,462.60	1,700.00	250.00	267.11	10.40		2,297.51	4,235.09	34	
Vandalia	3	2,754.02	1,200.00	120.00	180.00	2.32		1,502.32	1,251.70	55	
Versailles	3	2,662.27	1,200.00	250.00	180.00	1.92		1,631.92	1,030.35	61	
Warrensburg	2	9,543.00	2,200.00	1,200.00	460.00	24.58	1,104.73	4,989.31	4,553.69	52	
Warrenton	3	1,151.95	500.00	15.00	76.50	1.12		592.62	559.33	51	Presidential, Jan. 1, 1899.
Washington	3	4,423.41	1,500.00	200.00	212.00	9.20		1,921.20	2,502.21	43	
Webb City	3	6,473.51	1,700.00	85.00	358.00	20.56		2,163.56	4,309.95	33	
Webster Groves	3	3,217.57	1,300.00		225.63	12.00		1,537.63	1,679.94	48	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899.*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net expenses.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Wellsville	3	$2,387.19	$1,200.00	$50.00	$175.36	$2.50		$1,427.86	$959.33	60	
Weston	3	2,396.02	1,100.00		100.00	3.68		1,203.68	1,192.34	50	
Westplains	3	5,720.04	1,700.00	499.98	303.96	8.32		2,512.26	3,207.78	44	
Westport	3	4,005.62	1,400.00		176.00	15.92		1,591.92	2,413.70	40	
Willow Springs	3	2,837.15	1,300.00	100.00	198.00	2.56		1,600.56	1,236.59	56	
Windsor	3	3,425.95	1,400.00	80.00	250.00	8.16		1,738.16	1,687.79	51	
Total		3,415,910.83	232,375.00	480,877.92	50,701.40	30,725.66	$478,757.97	1,273,437.95	2,142,472.88	37	
MONTANA.											
Anaconda	2	18,702.76	2,500.00	3,318.48	995.00	49.41	2,758.45	9,621.34	9,081.42	51	
Belt	3	3,355.84	1,500.00	60.00	243.00	1.04		1,804.04	1,551.80	54	
Bigtimber	3	1,864.03	750.00	45.00	130.50	.56		926.06	937.97	50	Presidential, Oct. 1, 1898.
Billings	3	9,566.14	1,900.00	700.00	449.00	10.24		3,059.24	6,506.90	32	
Boulder	3	2,350.88	1,100.00	80.00	196.00	1.44		1,377.44	973.44	59	
Bozeman	2	9,497.07	2,100.00	1,300.00	278.25	6.83		3,685.08	5,811.99	39	
Butte	1	62,857.54	3,100.00	11,200.00	600.00	611.73	7,384.16	22,895.89	39,961.65	36	
Deerlodge	3	3,413.49	1,400.00		326.00	1.12		1,727.12	1,686.37	51	
Dillon	3	6,171.74	1,700.00	300.00	330.50	3.92		2,334.42	3,837.32	38	
Fort Benton	3	3,442.19	1,300.00	100.00	189.75			1,589.75	1,852.44	46	
Glendive	3	3,044.18	1,200.00		166.00	2.08		1,368.08	1,676.10	45	
Great falls	2	20,233.86	2,500.00	2,800.00		5.44	3,133.04	8,438.48	11,795.38	42	
Hamilton	3	3,636.18	1,400.00		252.00	2.08		1,654.08	1,982.10	45	
Helena	2	41,038.51	2,900.00	7,169.02	2,100.00	454.18	7,207.97	19,831.17	21,207.34	48	
Kalispell	3	6,506.04	1,800.00	100.00	144.75	2.24		2,046.99	4,459.05	31	
Lewistown	3	5,145.45	1,500.00	350.00	223.00			2,073.00	3,072.45	40	
Livingston	3	7,613.94	1,800.00	900.00	300.00	7.36		3,007.36	4,606.58	31	
Marysville	3	2,718.26	1,100.00	60.00	223.00	1.76		1,384.76	1,333.50	51	
Miles City	3	6,045.08	1,700.00	500.00	358.00	2.96		2,560.96	3,484.12	42	
Missoula	2	13,927.04	2,300.00	1,800.00	.33	20.61		4,120.94	9,806.10	30	
Phillipsburg	3	4,371.01	1,500.00		304.00	1.76		1,805.76	2,565.25	41	
Redlodge	3	3,757.38	1,400.00	200.00	1.76	.50		1,776.50	1,980.88	47	
Sandcoulee	3	1,668.12	1,000.00		107.00			1,107.00	561.12	66	
Virginia City	3	2,536.46	1,200.00	200.00	223.00	1.84		1,624.84	911.62	64	
White Sulphur Springs	3	2,679.44	1,300.00		252.00			1,552.00	1,127.44	58	
Total		246,142.63	41,950.00	31,182.50	8,567.08	1,189.10	20,483.62	103,372.30	142,770.33	42	

NEBRASKA.											
Albion	3	4,041.05	1,400.00	80.00	250.00	3.84		1,733.84	2,307.21	43	
Alliance	3	4,690.58	1,500.00	150.00	279.00	3.36		1,932.36	2,758.22	41	
Alma	3	3,169.88	1,200.00		204.00	1.68		1,405.68	1,764.20	44	
Arapahoe	3	2,685.16	1,200.00		174.00	1.28		1,375.28	1,309.88	51	
Ashland	3	3,327.57	1,400.00	50.00	197.00	3.92		1,650.92	1,676.65	50	
Auburn	3	3,600.31	1,400.00	75.00	242.00	3.84		1,720.84	1,879.47	48	
Aurora	3	5,330.27	1,600.00	80.00	304.00	6.48		1,990.48	3,339.79	37	
Beatrice	2	17,684.22	2,500.00	3,000.00		42.89	6,344.51	11,887.40	5,796.82	67	In Government building.
Beaver City	3	2,850.32	1,100.00	60.00	164.00	1.76		1,325.76	1,524.56	47	
Blair	3	6,289.83	1,700.00	120.00	295.00	8.00		2,123.00	4,166.83	34	
Bloomfield	3	1,262.15	550.00	50.00	83.00	.96		683.96	578.19	54	Presidential, Jan. 1, 1899.
Brokenbow	3	4,990.27	1,600.00	160.00	296.00	4.64		2,060.64	2,929.63	41	
Cambridge	3	3,407.75	1,200.00	35.00	223.00	1.12		1,459.12	1,948.63	43	
Cedar Rapids	3	2,896.20	1,200.00	60.00	183.25	1.44		1,444.69	1,451.51	50	
Central City	3	5,179.13	1,600.00	60.00	296.00	6.10		1,962.10	3,217.03	38	
Chadron	3	4,301.97	1,500.00	80.00	279.00	1.92		1,860.92	2,441.05	43	
Clay Center	3	1,180.30	500.00		65.00	.16		565.16	615.14	48	Do.
Columbus	3	7,786.69	1,900.00	300.00	410.00	13.60		2,623.60	5,163.09	34	
Cozad	3	3,749.55	1,300.00		174.00	2.08		1,476.08	2,273.47	39	
Crawford	3	2,209.84	1,200.00	60.00	196.56	.80		1,457.36	752.48	66	
Creighton	3	2,812.71	1,200.00	150.00	166.00	4.16		1,520.16	1,292.55	54	
Crete	3	5,458.69	1,700.00	80.00	326.00	7.76		2,113.76	3,344.93	39	
David City	3	4,749.25	1,600.00	39.97	229.50	6.32		1,875.79	2,873.46	39	
Edgar	3	2,745.27	1,100.00	110.00	174.00	2.72		1,386.72	1,358.55	51	
Exeter	3	1,987.84	1,200.00		152.80	1.04		1,353.84	634.00	68	
Fairbury	3	7,559.35	1,800.00	125.00	300.00	7.68		2,232.68	5,326.67	30	
Fairfield	3	4,115.81	1,300.00		223.00	1.76		1,524.76	2,591.05	37	
Fairmont	3	3,214.61	1,500.00	60.00	166.00	2.40		1,728.40	1,486.21	54	
Falls City	3	6,365.42	1,800.00	150.00	292.85	12.88		2,255.73	4,109.69	35	
Fremont	2	17,741.37	2,500.00	2,700.00		50.01	3,355.11	8,605.12	9,136.25	49	In Government building.
Friend	3	3,262.23	1,200.00		49.00	3.12		1,252.12	2,010.11	38	
Fullerton	3	3,852.89	1,400.00		250.71	4.80		1,655.51	2,197.38	43	
Geneva	3	3,797.83	1,400.00		280.00	2.72		1,682.72	2,115.11	44	
Genoa	3	2,570.50	1,100.00	100.00	224.00	2.32		1,426.32	1,144.18	55	
Gothenburg	3	3,502.08	1,200.00	50.00	194.00	1.28		1,445.28	2,056.80	41	
Grand Island	2	15,897.86	2,400.00	2,271.22	600.00	46.29	3,513.92	8,831.43	7,066.43	56	
Hartington	3	3,462.20	1,300.00	150.00	223.00	1.52		1,674.52	1,787.68	48	
Harvard	3	2,726.20	1,100.00		223.00	2.48		1,325.48	1,400.72	49	
Hastings	2	18,411.81	2,500.00	3,291.58	700.00	53.00	4,912.78	11,457.36	6,954.45	62	
Hebron	3	4,433.12	1,500.00	50.00	290.00	4.16		1,844.16	2,588.96	42	
Holdrege	3	6,255.89	1,700.00	300.00	358.00	6.16		2,364.16	3,891.73	38	
Humboldt	3	3,562.92	1,300.00		243.00	2.32		1,545.32	2,017.60	43	
Humphrey	3	2,155.88	1,000.00		174.00	1.12		1,175.12	980.76	55	
Indianola	3	2,512.64	1,000.00		174.00	.56		1,174.56	1,338.08	47	
Kearney	2	10,498.72	2,100.00	1,900.00	650.00	83.66	2,639.69	7,373.35	3,125.37	70	
Lexington	3	4,707.89	1,600.00	40.00	277.00	5.36		1,922.36	2,785.53	41	
Lincoln	1	110,677.97	3,300.00	15,860.32		769.95	22,091.86	42,022.13	68,655.84	38	Do.
Lyons	3	2,201.45	1,000.00		170.65	1.36		1,172.01	1,029.44	53	
McCook	3	5,936.21	1,700.00	201.58	58.00	6.08		1,965.66	3,970.55	33	
Madison	3	3,371.40	1,400.00	70.00	252.00	4.88		1,726.88	1,644.52	51	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Minden	3	$4,264.60	$1,500.00	$40.00	$277.00	$3.04		$1,820.04	$2,444.56	43	
Nebraska City	2	11,574.42	2,200.00	1,726.63		29.28	$4,261.43	8,217.34	3,357.08	71	In Government buildings.
Neligh	3	3,488.89	1,400.00	70.00	250.00	2.56		1,722.56	1,766.33	49	
Nelson	3	2,931.19	1,200.00		173.20	2.08		1,375.28	1,555.91	47	
Norfolk	2	10,101.69	2,000.00	1,537.23	250.00	26.65		3,813.88	6,287.81	38	
Northbend	3	2,565.84	1,100.00		196.00	1.20		1,297.20	1,268.64	51	
North Platte	3	6,405.22	1,700.00	160.00	358.00	10.16		2,228.16	4,177.06	35	
Oakland	3	2,763.84	1,200.00		196.00	1.36		1,397.36	1,366.48	51	
Omaha	1	367,226.81	3,700.00	46,354.88	987.09	2,328.72	75,232.15	128,602.84	238,623.97	35	Do.
O'Neill	3	3,508.32	1,400.00	300.00	250.00	4.56		1,954.56	1,553.76	56	
Ord	3	3,834.31	1,400.00	90.00	243.01	4.48		1,737.49	2,096.82	45	
Orleans	3	2,625.43	1,000.00	70.00	196.00	.88		1,266.88	1,358.55	48	
Osceola	3	1,947.65	900.00		120.00	.72		1,020.72	926.93	52	Presidential, Oct. 1, 1898.
Pawnee City	3	4,580.96	1,600.00		233.71	4.08		1,837.79	2,743.17	40	
Pender	3	2,700.12	1,100.00	20.00	209.00	3.04		1,332.04	1,368.08	49	
Pierce	3	2,585.96	1,100.00		164.00	2.40		1,266.40	1,319.56	49	
Plattsmouth	2	8,504.16	2,000.00	900.00	412.95	12.08		3,325.03	5,179.13	39	
Ponca	3	2,480.57	1,100.00	50.00	196.00	4.48		1,350.48	1,130.09	54	
Randolph	3	2,948.67	1,100.00		166.00	3.44		1,269.44	1,679.23	43	
Ravenna	3	2,370.62	1,100.00	60.00	174.00	1.44		1,335.44	1,035.18	56	
Redcloud	3	4,690.00	1,500.00	40.00	277.00	4.08		1,821.08	2,868.92	39	
Rushville	3	1,015.41	500.00	50.00	74.50	.56		625.06	390.35	62	Presidential, Jan. 1, 1899.
St. Paul	3	4,190.33	1,500.00	60.00	254.00	6.24		1,820.24	2,370.09	43	
Schuyler	3	4,651.12	1,600.00	120.00	294.00	5.28		2,019.28	2,631.84	43	
Seward	3	4,989.25	1,600.00	110.00	270.00	6.48		1,986.48	3,002.77	40	
Shelton	3	2,290.43	1,000.00		153.80	1.93		1,155.73	1,134.70	50	
Sidney	3	2,182.86	1,000.00	150.00	174.00	2.08		1,326.08	856.78	61	
South Omaha	1	57,767.21	3,000.00	5,064.14	708.00	245.33	7,075.71	16,093.18	41,674.03	28	
Stanton	3	2,890.95	1,100.00	50.00	196.00	1.76		1,347.76	1,543.19	47	
Stromsburg	3	3,546.45	1,300.00	20.00	220.00	.48		1,540.48	2,005.97	43	
Superior	3	4,400.53	1,500.00	80.00	274.00	4.16		1,858.16	2,542.37	42	
Sutton	3	3,172.69	1,300.00		195.00	2.24		1,497.24	1,675.45	47	
Syracuse	3	2,401.26	1,200.00		126.25	1.36		1,327.61	1,073.65	55	
Tecumseh	3	4,587.15	1,500.00		264.00	6.32		1,770.32	2,816.83	39	
Tekamah	3	3,809.19	1,400.00	100.00	230.00	4.88		1,734.88	2,074.31	46	
Valentine	3	2,597.56	1,100.00	300.00	196.00	1.52		1,597.52	1,000.04	61	
Wahoo	3	4,972.17	1,600.00	300.00	304.00	4.80		2,208.80	2,763.37	44	
Wakefield	3	2,323.97	1,100.00		177.80	1.44		1,279.24	1,044.73	55	
Wayne	3	4,969.43	1,600.00	50.00	294.00	6.32		1,950.32	3,019.11	39	
Weeping Water	3	2,727.59	1,200.00		221.00	2.00		1,423.00	1,304.59	52	
Westpoint	3	3,961.53	1,500.00	50.00	304.00	4.64		1,858.64	2,102.89	47	

									1,800.00	2,089.61	46	
Princeton	3	3,889.61	1,500.00	80.00	220.00				611.18	670.40	47	Do.
Redlake Falls	3	1,290.58	500.00	25.00	85.70	.48			7,528.81	5,752.42	57	
Red Wing	2	13,281.23	2,300.00	1,685.71	849.90	54.80	2,638.40		1,860.48	2,395.26	44	
Redwood Falls	3	4,255.74	1,500.00	50.00	304.00	6.48			1,291.36	1,219.55	51	
Renville	3	2,510.91	1,100.00		190.00	1.36			8,365.34	3,953.51	68	
Rochester	2	12,318.85	2,300.00	1,875.27	700.00	30.62	3,459.45		1,602.64	1,177.98	57	
Rush City	3	2,780.62	1,200.00	200.00	200.00	2.64			1,610.34	1,466.11	52	
St. Charles	3	3,076.45	1,300.00	120.00	188.10	2.24			9,820.31	4,739.07	67	
St. Cloud	2	14,559.38	2,400.00	2,097.82	1,300.00	118.72	3,903.77		2,137.24	2,971.70	42	
St. James	3	5,108.94	1,600.00	200.00	331.00	6.24			204.745.19	278,016.39	42	In Government building.
St. Paul	1	482,761.58	3,900.00	77,771.87	1,840.00	4,307.56	116,925.76		2,319.68	4,402.07	34	
St. Peter	3	6,721.75	1,800.00	150.00	358.00	11.68			2,141.48	3,394.28	39	
Sauk Center	3	5,535.76	1,700.00	100.00	331.00	10.48			1,732.72	1,513.75	53	
Shakopee	3	3,246.47	1,300.00	200.00	228.00	4.72			1,428.84	1,600.60	47	
Sherburne	3	3,029.44	1,200.00	30.00	197.00	1.84			1,537.76	1,393.02	52	
Slayton	3	2,930.78	1,300.00	60.00	176.00	1.76			1,729.76	3,763.57	31	
Sleepyeye	3	5,493.33	1,500.00	50.00	174.00	5.76			1,631.96	6,240.45	21	
South St. Paul	3	7,872.41	1,400.00		223.00	8.96			1,469.42	1,735.24	46	
Springfield	3	3,204.66	1,300.00		165.90	3.52			2,021.60	2,340.34	46	
Spring Valley	3	4,361.94	1,500.00	200.00	318.00	3.60			1,627.32	1,387.99	54	
Staples	3	3,015.31	1,400.00		223.00	4.32			10,832.28	3,766.77	74	
Stillwater	2	14,599.05	2,400.00	2,200.00	1,000.00	70.44	5,161.84		1,498.88	1,293.98	54	
Tower	3	2,792.86	1,200.00	100.00	196.00	3.88			2,076.48	2,434.63	46	
Tracy	3	4,511.11	1,500.00	400.00	172.00	4.48			1,835.76	2,245.43	45	
Two Harbors	3	4,081.19	1,500.00	60.00	270.00	5.76			1,559.36	1,562.09	50	
Virginia	3	3,121.45	1,300.00		256.00	3.36			1,707.76	2,554.84	40	
Wabasha	3	4,262.60	1,300.00	150.00	252.00	5.76			1,939.60	2,461.13	44	
Wadena	3	4,400.73	1,600.00	100.00	234.00	5.60			1,573.28	1,609.17	49	
Warren	3	3,182.45	1,300.00	100.00	170.00	3.28			2,168.96	3,673.58	37	
Waseca	3	5,842.54	1,800.00	50.00	308.00	10.96			1,580.06	1,007.87	61	
Waterville	3	2,587.93	1,300.00	110.00	166.38	3.68			1,988.16	2,836.86	41	
Wells	3	4,825.02	1,600.00	150.00	234.00	4.16			2,368.08	2,299.80	51	
West Duluth	3	4,667.88	1,600.00	400.00	358.00	10.08			1,424.92	1,855.39	43	
Wheaton	3	3,280.31	1,300.00		123.40	1.52			2,213.12	4,237.20	34	
Willmar	3	6,450.32	1,800.00	120.00	286.00	7.12			2,007.92	3,099.58	39	
Windom	3	5,107.50	1,600.00	100.00	304.00	3.92			2,041.47	3,380.31	38	
Winnebago City	3	5,421.78	1,600.00	200.00	236.03	5.44			17,012.36	16,494.14	51	Do.
Winona	2	33,506.50	2,800.00	4,783.15		257.43	9,171.78		2,067.88	3,542.28	37	
Worthington	3	5,610.16	1,600.00	130.00	331.00	6.88			1,599.92	1,409.46	53	
Zumbrota	3	3,009.38	1,300.00	100.00	198.00	1.92						
Total		1,776,384.98	180,850.00	218,807.64	35,867.26	13,477.31	313,356.89		762,358.60	1,014,026.38	43	
MISSISSIPPI.												
Aberdeen	3	5,189.20	1,700.00	100.00		13.60			1,813.60	3,325.60	35	Do.
Bay St. Louis	3	2,912.24	1,300.00		147.95	25.85			1,473.80	1,438.44	51	
Biloxi	3	5,837.22	1,800.00		358.00	60.88			2,218.88	3,618.34	38	
Brookhaven	3	5,041.72	1,600.00	200.00	254.00	15.60			2,069.60	2,972.12	41	
Canton	3	4,787.49	1,700.00	250.00	286.00	24.16			2,260.16	2,527.33	47	
Clarksdale	3	4,741.72	1,500.00	191.67	158.70	8.80			1,859.17	2,882.55	39	
Columbus	2	8,882.93	2,000.00	1,100.00	260.00	31.04			3,391.04	5,491.89	38	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW HAMPSHIRE—continued.											
Milford	3	$7,127.72	$1,800.00	$20.00	$150.00	$21.52		$1,991.52	$5,136.20	28	
Nashua	2	31,485.66	2,800.00	4,200.00	1,500.00	372.65	$8,815.74	17,688.39	13,797.27	56	
Newmarket	3	2,605.38	1,300.00		249.95	6.80		1,556.75	1,048.63	60	
Newport	3	5,184.30	1,600.00	400.00	306.00	16.32		2,322.32	2,861.98	45	
Penacook	3	3,986.40	1,500.00		204.00	16.00		1,720.00	2,266.40	43	
Peterboro	3	4,770.86	1,600.00		231.00	15.44		1,846.44	2,924.42	39	
Pittsfield	3	3,189.15	1,300.00	80.00	150.00	11.76		1,541.76	1,647.39	48	
Plymouth	3	5,041.47	1,600.00	30.00	355.00	16.96		2,001.96	3,039.51	40	
Portsmouth	2	27,542.10	2,700.00	3,289.01		417.11	6,173.51	12,579.63	14,962.47	46	In Government building.
Rochester	2	9,665.92	2,300.00	1,685.33	250.00	58.59		4,293.92	5,372.00	44	
Somersworth	3	6,211.46	1,800.00		358.00	27.76		2,185.76	4,025.70	35	
Suncook	3	2,565.65	1,200.00		223.00	9.68		1,432.68	1,132.97	56	
Tilton	3	5,439.88	1,600.00	150.00	258.00	15.60		2,023.60	3,416.28	37	
West Lebanon	3	3,009.78	1,500.00		133.00	5.12		1,638.12	1,371.66	54	
Whitefield	3	4,018.77	1,500.00		188.27	9.37		1,697.64	2,321.13	42	
Wilton	3	3,495.47	1,300.00	60.00	200.00	8.00		1,568.00	1,927.47	45	
Winchester	3	2,715.36	1,200.00		198.72	7.44		1,406.16	1,309.20	52	
Wolfboro	3	3,190.15	1,600.00	200.00	215.00	12.48		2,027.48	1,162.67	64	
Woodsville	3	3,420.31	1,400.00	49.90	186.00	9.92		1,645.82	1,774.49	48	
Total		405,125.35	79,050.00	41,718.30	14,207.18	3,482.82	61,058.59	199,516.89	205,608.46	49	
NEW JERSEY.											
Arlington	2	14,728.50	2,400.00	900.00	309.99	41.61		3,651.60	11,076.90	25	
Asbury Park	2	31,382.77	2,800.00	5,335.27	1,400.00	632.06	6,332.31	16,499.64	14,883.13	53	
Atlantic City	1	62,234.16	3,100.00	7,879.70	2,000.00	1,985.80	12,061.02	27,026.52	35,207.64	43	
Atlantic Highlands	3	3,957.40	1,500.00	50.00	304.00	35.20		1,889.20	2,068.20	48	
Bayonne	2	18,906.87	2,500.00	2,212.50	460.00	183.31	9,946.27	15,302.08	3,604.79	81	
Belleville	3	11,218.01	1,300.00		145.45	30.80		1,476.25	9,741.76	13	
Belmar	3	3,761.12	1,400.00		252.00	56.56		1,708.56	2,052.56	45	
Belvidere	3	4,328.89	1,500.00	76.68	251.03	11.76		1,839.42	2,489.47	43	
Beverly	3	8,587.97	1,600.00		100.00	22.00		1,722.00	6,865.97	20	
Bloomfield	2	20,137.80	2,500.00	1,924.00	521.54	116.48	4,464.27	9,526.29	10,611.51	47	
Boonton	3	5,673.61	1,700.00		308.00	31.52		2,039.52	3,634.09	36	
Bordentown	3	5,965.75	1,700.00	260.00	188.78	44.00		2,192.78	3,772.97	37	
Bound Brook	3	5,592.10	1,700.00		295.79	28.40		2,024.19	3,567.91	36	
Bridgeton	2	17,693.82	2,500.00	2,200.00	600.00	90.93	5,721.96	11,112.89	6,580.93	63	
Burlington	2	11,669.39	2,300.00	1,600.00	600.00	62.64	2,610.62	7,173.26	4,496.13	61	
Caldwell	3	1,986.87	1,000.00		116.00	16.16		1,132.16	854.71	57	

Camden	1	67,497.42	3,200.00	12,116.94	1,484.25	847.05	27,409.42	45,058.56	22,438.86	67	
Cape May	3	7,196.10	1,900.00		310.00	92.80		2,302.80	4,893.30	32	
Clayton	3	1,099.00	500.00		58.25	3.84		562.09	536.91	51	Presidential, Jan. 1, 1899.
Clinton	3	2,566.74	1,200.00		165.00	6.72		1,371.72	1,195.02	53	
Cramer Hill	3	4,541.49	1,600.00		210.00	14.88		1,824.88	2,716.61	40	
Cranford	2	15,012.84	2,400.00	900.00	320.00	42.68		3,662.68	11,350.16	24	
Deckertown	3	3,860.54	1,400.00	150.00	304.00	7.36		1,861.36	1,999.18	48	
Dover	2	13,802.80	2,400.00	1,199.19	345.00	50.48		3,994.67	9,808.13	29	
East Orange	2	52,503.42	2,900.00	4,596.00	1,075.80	522.15	12,829.44	21,923.39	30,580.03	42	
Egg Harbor City	3	957.41	500.00		82.00	4.48		586.48	370.93	61	Do.
Elizabeth	1	53,584.63	3,100.00	7,904.89	1,450.00	755.98	19,068.58	32,279.45	21,305.18	60	
Elmer	3	1,022.49	500.00		45.52	2.72		548.24	474.25	54	Do.
Englewood	2	21,405.48	2,300.00	1,606.52	450.00	121.36	3,601.68	8,079.56	13,325.92	38	
Flemington	3	6,022.08	1,800.00	310.00	335.00	20.08		2,465.08	3,557.00	41	
Freehold	2	8,956.85	2,000.00	1,000.00	360.00	56.75		3,416.75	5,540.10	38	
Frenchtown	3	2,215.52	1,100.00	150.00	149.55	3.44		1,402.99	812.53	63	
Glassboro	3	4,395.17	1,600.00	100.00	253.98	8.88		1,962.86	2,432.31	45	
Glenridge	3	4,510.72	1,500.00			39.20		1,539.20	2,971.52	34	
Gloucester City	3	10,365.06	1,900.00		250.00	33.52		2,183.52	8,181.54	21	
Hackensack	2	23,653.89	2,700.00	2,113.13	500.00	114.16	5,440.07	10,867.36	12,786.53	46	
Hackettstown	3	6,547.66	1,700.00	180.00	258.00	25.52		2,163.52	4,384.14	33	
Haddonfield	3	10,453.39	1,900.00	90.00	300.00	37.60		2,327.60	8,125.79	22	
Hamburg	3	2,199.55	1,000.00	40.00	94.50	2.72		1,137.22	1,062.33	52	
Hammonton	3	3,484.06	1,400.00		293.05	15.04		1,708.09	1,775.97	49	
Helmetta	3	3,321.79	1,400.00		100.00	2.08		1,502.08	1,819.71	45	
Highbridge	3	606.20	275.00	25.00	23.55	2.56		326.11	280.09	54	Presidential, Apr. 1, 1899.
Hightstown	3	4,679.44	1,600.00		295.00	12.96		1,907.96	2,771.48	41	
Hoboken	1	49,629.51	3,100.00	8,274.72		908.38	18,105.65	30,388.75	19,240.76	61	In Government building.
Irving on	3	4,925.43	1,600.00		222.96	19.84		1,842.80	3,082.63	37	
Jersey City	1	225,391.04	3,600.00	33,569.63		1,845.04	95,792.39	134,807.06	90,583.98	60	Do.
Keyport	3	4,595.26	1,500.00		254.00	35.92		1,789.92	2,805.34	39	
Lakewood	2	13,333.43	2,300.00	1,900.00	480.00	204.24		4,884.24	8,449.19	37	
Lambertville	3	6,637.56	1,800.00	120.00	310.00	29.04		2,259.04	4,378.52	34	
Little Silver	3	2,737.83	1,300.00	75.00	140.67	9.52		1,525.19	1,212.64	56	
Longbranch	2	15,299.69	2,400.00	1,767.40	572.45	155.28	3,123.51	8,018.64	7,281.05	52	
Longbranch City	3	5,072.75	1,800.00		247.77	42.96		2,090.73	2,982.02	41	
Madison	2	13,605.89	2,300.00	1,775.00	400.00	50.32		4,525.32	9,080.57	33	
Manasquan	3	3,703.25	1,300.00		164.00	32.72		1,496.72	2,206.53	40	
Matawan	3	5,076.91	1,700.00		167.33	17.84		1,885.17	3,191.74	37	
Merchantville	2	11,770.58	2,200.00	1,400.00	300.00	91.80		3,991.80	7,778.78	34	
Metuchen	3	5,223.77	1,600.00	200.00		19.04		1,819.04	3,404.73	35	
Millburn	3	2,111.76	1,000.00		141.57	16.48		1,158.05	953.71	55	
Millington	3	2,079.15	1,100.00		58.72	2.48		1,161.20	917.95	56	
Millville	2	9,760.47	2,100.00	1,500.00	575.00	41.42	4,405.53	8,621.95	1,138.52	88	
Montclair	2	38,693.29	2,700.00	3,500.00	800.00	563.56	6,981.53	14,545.09	24,148.20	38	
Moorestown	2	11,362.79	2,200.00	900.00	525.00	31.04		3,656.04	7,706.75	32	
Morristown	2	33,800.79	2,900.00	3,305.45	1,365.45	642.54	6,698.91	14,912.35	18,888.44	44	
Mount Holly	2	7,816.71	2,000.00	1,000.00	400.00	51.44		3,451.44	4,365.27	44	
Newark	1	374,688.83	3,800.00	56,670.61	2,708.02	4,206.82	135,423.83	202,809.28	171,879.55	54	Do.
New Brunswick	2	42,461.96	2,900.00	4,673.37	900.00	480.11	7,900.81	16,854.29	25,607.67	40	
Newton	2	9,162.21	2,100.00	1,800.00	650.00	41.48		4,591.48	4,570.73	50	
Nutley	3	2,675.44	1,300.00		198.00	27.04		1,525.04	1,150.40	57	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Higginsville	3	$4,983.99	$1,600.00	$60.00	$284.70	$9.12		$1,953.82	$3,030.17	39	
Holden	3	4,134.10	1,600.00	80.00	206.00	7.36		1,893.36	2,240.74	46	
Hopkins	3	2,542.06	1,000.00	140.00	152.75	2.40		1,295.15	1,246.91	51	
Humansville	3	2,138.34	1,100.00	100.00	96.00	2.32		1,298.32	840.02	61	
Huntsville	3	3,092.55	1,400.00	150.00	175.44	4.08		1,729.52	1,363.03	56	
Independence	2	9,092.61	2,100.00	1,611.69	409.98	66.24		3,187.91	5,904.70	35	
Ironton	3	1,563.86	750.00	37.50	84.00	2.24		873.74	690.12	56	Presidential, Oct. 1, 1898.
Jackson	3	3,090.19	1,300.00	250.00	140.00	2.24		1,692.24	1,397.95	55	
Jefferson City	2	20,824.14	2,500.00	2,975.00		74.12	$4,028.36	9,577.48	11,246.66	46	In Government building.
Joplin	2	23,095.67	2,500.00	2,500.00	812.50	73.72	3,928.48	9,814.70	13,280.97	42	
Kahoka	3	3,513.30	1,300.00	150.00	228.98	5.68		1,684.66	1,828.64	48	
Kansas City	1	637,864.77	6,000.00	95,863.49	4,312.00	5,237.81	94,237.61	205,650.91	432,213.86	32	Do.
Kennett	3	2,608.27	1,200.00	100.00	174.00	1.68		1,475.68	1,132.59	57	
Keytesville	3	2,601.87	1,200.00	50.00	104.00	4.32		1,358.32	1,243.55	52	
King City	3	2,245.62	1,100.00	150.00	137.10	1.92		1,389.02	856.60	62	
Kirksville	2	14,805.72	2,400.00	1,738.86	687.82	48.73	2,163.76	7,039.17	7,766.55	48	
Kirkwood	3	5,811.12	1,700.00	30.00	204.50	15.92		1,950.42	3,860.70	34	
Labelle	3	2,213.64	1,000.00	40.00	140.00	2.00		1,182.00	1,031.64	53	
Lamar	3	5,774.10	1,700.00	500.00	358.00	13.52		2,571.52	3,202.58	45	
Laplata	3	2,894.47	1,300.00	40.00	195.30	2.32		1,537.62	1,356.85	53	
Lathrop	3	2,307.01	1,100.00	30.00	145.00	3.68		1,278.68	1,028.33	55	
Lebanon	3	4,106.39	1,500.00	300.00	284.90	6.08		2,090.98	2,015.41	51	
Lees Summit	3	2,830.00	1,300.00	50.40	118.90	5.04		1,474.34	1,355.66	52	
Lexington	3	7,501.96	1,900.00	50.00	356.09	21.68		2,327.77	5,174.19	31	
Liberty	3	5,902.38	1,700.00	30.00	316.00	16.32		2,062.32	3,840.06	35	
Linneus	3	1,833.94	825.00		107.50	1.68		934.18	899.76	51	Presidential, Oct. 1, 1898.
Louisiana	2	13,779.53	2,400.00	2,476.94	600.00	68.50	2,631.92	8,177.36	5,602.17	59	
Macon	3	8,233.34	1,900.00	290.00	410.00	21.52		2,621.52	5,611.82	32	
Malden	3	3,051.14	1,300.00	274.73	223.00	4.80		1,802.53	1,248.61	59	
Marceline	3	3,351.54	1,400.00	100.00	250.40	3.68		1,754.08	1,597.46	52	
Marshall	2	9,937.27	2,100.00	1,536.09	455.05	21.08	520.27	4,632.49	5,304.78	47	
Marshfield	3	2,158.56	1,000.00	120.00	160.00	1.36		1,281.36	872.20	59	
Maryville	2	10,021.54	2,100.00	1,600.00	360.00	17.57		4,077.57	5,943.97	41	
Maysville	3	2,508.15	1,100.00	100.00	189.90	4.00		1,393.90	1,114.25	56	
Memphis	3	4,501.78	1,500.00	200.00	304.00	5.84		2,009.84	2,491.94	45	
Mexico	2	10,959.94	2,200.00	2,400.00	766.31	32.90		5,399.21	5,560.73	49	
Milan	3	3,581.66	1,300.00	130.00	202.16	6.08		1,638.24	1,943.42	46	
Moberly	2	11,979.47	2,300.00	1,800.00	709.97	100.28	1,581.92	6,490.97	5,488.50	54	
Monett	3	6,304.71	1,600.00	900.00	242.00	11.76		2,753.76	3,550.95	44	
Montgomery City	3	3,[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	

Woodstown	3	3,863.84	1,400.00		178.47	9.52		1,587.99	2,275.85	41	
Total		2,076,208.64	210,075.00	242,098.51	47,186.49	21,781.75	509,808.21	1,030,444.96	1,045,763.68	50	
NEW MEXICO.											
Albuquerque	2	20,767.69	2,700.00	3,874.46	1,200.00	462.36	4,847.19	13,084.01	7,683.68	63	
Deming	3	2,726.37	1,300.00	50.00	218.00	2.56		1,570.56	1,155.81	58	
East Las Vegas	3	8,516.61	1,900.00	100.00	238.00	14.64		2,252.64	6,263.97	26	
Eddy	3	3,516.90	1,400.00		243.94	3.68		1,647.62	1,869.28	47	
Gallup	3	3,203.34	1,300.00		168.00	2.00		1,470.00	1,733.34	46	
Las Cruces	3	2,599.32	1,200.00	99.96	172.50	3.84		1,476.30	1,123.02	57	
Las Vegas	3	3,774.52	1,500.00	380.00	236.00	5.28		2,121.28	1,653.24	56	
Las Vegas Hotsprings	3	2,457.08	550.00		60.00	1.20		611.20	1,845.88	25	Presidential, Jan. 1, 1899.
Raton	3	6,178.61	1,700.00		247.00	9.20		1,956.20	4,222.41	32	
Roswell	3	4,373.58	1,400.00	30.00	170.00	2.40		1,602.40	2,771.18	37	
Santa Fe	2	9,560.27	2,000.00	1,800.00	126.00	16.04		3,942.04	5,618.23	41	In Government building.
Silver City	3	4,811.91	1,600.00	260.00	293.85	5.28		2,159.13	2,652.78	45	
Socorro	3	2,241.85	1,100.00		152.00	1.36		1,253.36	988.49	56	
Total		74,728.05	19,650.00	6,594.42	3,525.29	529.84	4,847.19	35,146.74	39,581.31	47	
NEW YORK.											
Adams	3	11,330.29	1,500.00	2,000.00	360.00	8.64		3,868.64	7,461.65	34	
Addison	3	4,445.33	1,500.00	200.00	328.00	9.84		2,037.84	2,407.49	46	
Akron	3	2,967.11	1,100.00		153.95	3.44		1,257.39	1,709.72	42	
Albany	1	251,288.70	3,600.00	40,263.51	200.00	2,172.91	53,826.30	100,062.72	151,225.98	40	Do.
Albion	2	8,890.23	2,000.00	1,500.00	600.00	25.28		4,125.28	4,764.95	46	
Alexandria Bay	3	3,823.40	1,400.00	150.00	244.28	18.00		1,812.28	2,011.12	47	
Alfred	3	3,162.98	1,200.00		181.81	5.28		1,387.09	1,775.89	44	
Allegany	3	2,705.35	1,300.00		149.40	8.96		1,458.36	1,246.99	54	
Amenia	3	2,877.73	1,200.00	300.00	148.00	6.00		1,654.00	1,223.73	57	
Amityville	3	4,256.70	1,500.00		250.00	21.84		1,771.84	2,484.86	42	
Amsterdam	2	27,597.39	2,700.00	3,500.00	1,392.40	340.18	6,109.19	14,041.77	13,555.62	51	
Andover	3	2,402.20	1,100.00		79.10	4.80		1,183.90	1,218.30	49	
Angelica	3	2,261.46	1,100.60	300.00	153.32	3.11		1,556.43	705.03	69	
Antwerp	3	2,396.16	1,200.00		164.26	1.92		1,366.18	1,029.98	57	
Arcade	3	2,124.52	1,000.00	200.00	97.46	3.04		1,300.50	824.02	61	
Athens	3	2,445.25	1,100.00		141.70	9.28		1,250.98	1,194.27	51	
Attica	3	4,690.74	1,500.00	149.80	281.69	9.12		1,940.61	2,750.13	41	
Auburn	1	49,478.45	3,100.00	7,511.84		487.24	14,108.03	25,207.11	24,271.34	51	Do.
Avoca	3	2,579.64	1,100.00	40.00	155.02	2.88		1,297.90	1,281.74	50	
Avon	3	3,649.43	1,500.00	200.00	252.00	10.64		1,962.64	1,686.79	54	
Babylon	3	6,010.75	1,800.00	24.00	359.41	38.56		2,221.97	3,788.78	37	
Bainbridge	3	3,461.99	1,400.00	150.00	198.20	5.76		1,753.96	1,708.03	51	
Baldwinsville	3	6,724.61	1,800.00	900.00	400.00	20.48		3,120.48	3,604.13	46	
Ballston Spa	2	8,623.09	2,000.00	1,000.00	450.00	40.56		3,490.56	5,132.53	40	
Batavia	2	19,726.22	2,500.00	2,800.00	1,200.00	87.56	5,296.02	11,883.58	7,842.64	60	
Bath	2	12,926.52	2,300.00	1,800.00	550.00	96.35		4,746.35	8,180.17	37	
Bayshore	3	5,697.54	1,700.00		306.00	62.08		2,068.08	3,629.46	36	
Belmont	3	3,100.53	1,400.00		248.00	5.92		1,653.92	1,446.61	53	

NO. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Binghamton	1	$125,909.48	$3,300.00	$14,325.80	$396.37	$1,792.63	$19,747.68	$39,562.48	$86,347.00	31	In Government building.
Bolivar	3	3,113.19	1,100.00	30.00	161.10	2.64		1,293.74	1,819.45	42	
Boonville	3	5,138.44	1,600.00	250.00	231.00	7.04		2,088.04	3,050.40	41	
Brewster	3	4,774.20	1,600.00	200.00	258.00	14.72		2,072.72	2,701.48	43	
Brighton	3	5,237.50	1,700.00		118.90	3.12		1,822.02	3,415.48	35	
Brockport	2	13,451.43	2,400.00	1,900.00	443.75	29.32		4,773.07	8,678.36	35	
Brocton	3	2,239.10	1,100.00	249.46	142.29	3.44		1,495.19	743.91	67	
Brooklyn	1	1,325,047.83	6,000.00	267,507.04	26,060.49	18,926.06	592,224.85	910,718.44	414,329.39	69	Do.
Buffalo	1	775,323.22	6,000.00	120,304.52	7,721.65	6,200.52	196,150.79	336,377.48	438,945.74	43	Do.
Caledonia	3	2,940.65	1,200.00		249.22	3.52		1,452.74	1,487.91	49	
Cambridge	3	7,882.30	1,800.00		229.04	17.36		2,046.40	5,835.90	26	
Camden	3	5,842.74	1,700.00	120.00	332.84	13.68		2,166.52	3,676.22	37	
Canajoharie	2	9,019.99	2,100.00	1,000.00	400.00	49.62		3,549.62	5,470.37	39	
Canandaigua	2	14,309.81	2,400.00	2,024.17		53.36	3,568.92	8,046.45	6,263.36	56	Do.
Canastota	3	6,496.32	1,800.00	250.00	358.00	22.64		2,430.64	4,065.68	37	
Canisteo	3	3,339.40	1,400.00	200.00	276.21	8.24		1,884.45	1,454.95	56	
Canton	3	7,447.72	1,900.00	299.99	435.00	17.53		2,652.51	4,795.21	36	
Cape Vincent	3	3,480.87	1,400.00	80.00	172.17	3.36		1,655.53	1,825.34	48	
Carmel	3	2,131.21	1,100.00		103.00	6.40		1,209.40	921.81	57	
Carthage	3	7,270.28	1,800.00	600.00	410.00	19.36		2,829.36	4,440.92	39	
Castile	3	3,312.66	1,400.00		250.00	6.16		1,656.16	1,656.50	50	
Castleton	3	1,934.10	1,200.00		163.22	6.40		1,369.62	564.48	71	
Catskill	2	13,172.63	2,300.00	1,817.87	550.00	61.52		4,729.39	8,443.24	36	
Cattaraugus	3	3,459.67	1,400.00	200.00	181.25	4.00		1,785.25	1,674.42	52	
Cazenovia	3	6,222.08	1,800.00	90.00	300.00	20.08		2,210.08	4,012.00	36	
Chateaugay	3	2,408.99	1,200.00		196.00	2.56		1,398.56	1,010.43	58	
Chatham	2	10,582.42	2,000.00	800.00	440.00	27.82		3,267.82	7,314.60	31	
Chautauqua	3	5,127.72	1,700.00	1,120.50	225.00	29.36		3,074.86	2,052.86	60	
Chester	3	2,847.30	1,100.00	200.00	154.00	7.92		1,461.92	1,385.38	51	
Chittenango	3	1,170.27	500.00		87.00	2.96		589.96	580.31	50	Presidential, Jan. 1, 1899.
Clayton	3	3,892.38	1,500.00	125.00	254.00	11.76		1,890.76	2,001.62	49	
Clifton Springs	3	7,339.16	1,800.00		350.00	29.76		2,179.76	5,159.40	30	
Clinton	3	7,659.84	1,600.00	56.63	199.94	14.08		1,870.65	5,789.19	24	
Clyde	3	8,171.64	1,700.00	270.00	337.00	22.56		2,329.50	5,842.08	29	
Cobleskill	3	6,489.01	1,700.00	250.00	348.00	14.16		2,312.16	4,176.85	36	
Cohocton	3	3,495.73	1,400.00		149.10	3.04		1,552.14	1,943.59	44	
Cohoes	2	18,856.19	2,500.00	2,300.00	1,100.00	106.60	8,770.73	14,777.33	4,078.86	78	
Coldspring	3	6,075.33	1,800.00		200.00	22.88		2,022.88	4,052.45	33	
Collegepoint	3	4,104.21	1,500.00		264.00	32.88		1,796.88	2,307.33	44	
Cooperstown	3	8,059.57	1,900.00	300.00	450.35	19.04		2,669.39	5,390.18	33	
Corning	2	18,077.82	2,500.00	2,334.62	827.95	81.73	5,321.03	11,065.32	7,012.00	61	

Cornwall on the Hudson	3	3,524.87	1,500.00		139.00	32.80		1,671.80	1,853.07	47	
Cortland	2	21,919.38	2,600.00	3,100.00	1,000.00	131.47	5,526.68	12,358.15	9,561.23	56	
Coxsackie	3	3,721.97	1,500.00	200.00	243.57	16.56		1,960.13	1,761.84	53	
Croton on Hudson	3	2,847.88	1,100.00		151.21	13.20		1,264.41	1,083.47	54	
Cuba	3	5,994.41	1,600.00	130.00	294.00	9.76		2,033.76	3,960.65	34	
Dansville	2	14,259.13	2,400.00	1,941.21	600.00	33.68		4,974.89	9,284.24	35	
Delhi	3	5,762.78	1,700.00	430.00	333.09	14.08		2,477.17	3,285.61	43	
Depew	3	1,199.93	500.00		77.10	4.72		581.82	618.11	48	Do.
Deposit	3	5,012.40	1,600.00	500.00	360.00	12.48		2,472.48	2,539.92	49	
Deruyter	3	2,357.02	1,100.00	150.00	130.98	2.48		1,383.46	973.56	59	
Dobbs Ferry	3	5,607.57	1,700.00		284.60	65.12		2,049.72	3,557.85	37	
Dolgeville	3	3,923.18	1,600.00		255.99	6.48		1,862.47	2,060.71	47	
Dundee	3	3,585.00	1,400.00		252.00	5.76		1,657.76	1,927.24	46	
Dunkirk	2	13,969.73	2,400.00	2,500.00	544.50	76.92	4,713.65	10,235.07	3,734.66	73	
Earlville	3	2,593.42	1,200.00	40.00	198.00	1.92		1,439.92	1,153.50	56	
East Aurora	3	4,902.56	1,400.00		202.00	11.76		1,613.76	3,288.80	33	
East Syracuse	3	3,692.20	1,400.00		153.84	10.88		1,564.72	2,127.48	42	
Elizabethtown	3	2,396.55	1,100.00	100.00	135.00	6.24		1,341.24	1,055.31	56	
Ellenville	3	7,443.49	1,800.00	300.00	310.00	18.64		2,428.64	5,014.85	33	
Ellicottville	3	2,488.74	1,100.00		160.00	3.76		1,263.76	1,224.98	51	
Elmhurst	3	2,846.47	1,300.00		245.04	24.56		1,569.60	1,276.87	55	
Elmira	1	71,653.07	3,200.00	12,513.01	3,000.00	908.16	19,968.13	39,589.30	32,063.77	55	
Fairport	3	5,488.32	1,700.00	200.00	350.00	13.84		2,263.84	3,224.48	41	
Falconer	3	1,996.92	1,000.00		164.00	2.56		1,166.56	830.36	58	
Farmer	3	2,359.21	1,100.00		116.91	2.96		1,219.87	1,139.34	52	
Far Rockaway	3	8,930.65	1,900.00	100.00	360.00	104.96		2,464.96	6,465.69	28	
Fayetteville	3	3,704.13	1,500.00		202.34	6.48		1,708.82	1,995.31	46	
Fishkill on the Hudson	3	7,190.46	1,800.00	250.00	360.00	38.32		2,448.32	4,742.14	34	
Floral Park	1	41,889.79	3,000.00	4,300.00	550.00	19.99		7,869.99	34,019.80	19	
Flushing	2	25,564.50	2,600.00	2,500.00	606.40	229.52	6,170.24	12,106.16	13,458.34	47	
Fonda	3	4,859.78	1,700.00	300.00	279.00	13.20		2,292.20	2,567.58	47	
Fort Edward	3	5,688.04	1,700.00	240.00	256.00	23.52		2,219.52	3,468.52	39	
Fort Plain	2	11,290.42	2,100.00	1,300.00	500.00	22.72		3,922.72	7,367.70	35	
Frankfort	3	3,928.97	1,400.00		186.25	11.52		1,597.77	2,331.20	41	
Franklinville	3	4,401.58	1,600.00		103.96	6.40		1,770.36	2,631.22	40	
Fredonia	2	12,339.30	2,400.00	3,178.63	500.00	39.64	461.40	6,579.67	5,759.63	53	
Freeport	3	2,460.14	1,100.00		174.00	18.72		1,292.72	1,167.42	53	
Friendship	3	3,750.41	1,400.00	100.00	250.00	5.04		1,755.04	1,995.37	47	
Fulton	2	11,081.99	2,300.00	1,700.00	500.00	55.93	3,131.12	7,087.05	3,994.94	69	
Fultonville	3	2,554.32	1,200.00		207.99	8.00		1,415.99	1,138.33	55	
Garden City	3	2,898.10	1,200.00		209.25	29.92		1,439.17	1,458.93	50	
Geneseo	3	7,582.83	1,900.00	300.00	350.00	17.52		2,567.52	5,015.31	34	
Geneva	2	30,566.52	2,800.00	4,700.00	917.00	174.99	5,341.14	13,933.13	16,633.39	46	
Glencove	3	5,226.51	1,700.00		233.25	33.04		1,966.29	3,260.22	38	
Glens Falls	2	22,076.51	2,600.00	2,700.00	1,000.00	134.54	5,271.78	11,706.32	10,370.19	53	
Gloversville	2	25,932.71	2,600.00	3,924.00	1,350.00	164.66	6,876.55	14,915.21	11,017.50	58	
Goshen	2	11,023.03	2,300.00	1,000.00	470.10	46.68		3,816.78	7,206.25	35	
Gouverneur	2	8,780.71	2,000.00	1,000.00	600.00	18.80		3,618.80	5,161.91	41	
Gowanda	3	4,838.01	1,400.00	300.00	338.45	10.16		2,048.61	2,789.40	42	
Granville	3	5,046.01	1,700.00	200.00	320.00	9.04		2,229.04	2,816.97	44	
Greene	3	4,451.15	1,700.00	200.00	331.00	4.32		2,235.32	2,215.83	50	
Greenport	3	5,651.20	1,700.00	150.00	287.98	21.84		2,159.82	3,491.38	38	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Minden	3	$4,264.60	$1,500.00	$40.00	$277.00	$3.04		$1,820.04	$2,444.56	43	
Nebraska City	2	11,574.42	2,200.00	1,726.63		29.28	$4,261.43	8,217.34	3,357.08	71	In Government buildings.
Neligh	3	3,488.89	1,400.00	70.00	250.00	2.56		1,722.56	1,766.33	49	
Nelson	3	2,931.19	1,200.00		173.20	2.08		1,375.28	1,555.91	47	
Norfolk	2	10,101.69	2,000.00	1,537.23	250.00	26.65		3,813.88	6,287.81	38	
Northbend	3	2,565.84	1,100.00		196.00	1.20		1,297.20	1,268.64	51	
North Platte	3	6,405.22	1,700.00	160.00	358.00	10.16		2,228.16	4,177.06	35	
Oakland	3	2,763.84	1,200.00		196.00	1.36		1,397.36	1,366.48	51	
Omaha	1	367,226.81	3,700.00	46,354.88	987.09	2,328.72	75,232.15	128,602.84	238,623.97	35	Do.
O'Neill	3	3,508.32	1,400.00	300.00	250.00	4.56		1,954.56	1,553.76	56	
Ord	3	3,834.31	1,400.00	90.00	243.01	4.48		1,737.49	2,096.82	45	
Orleans	3	2,625.43	1,000.00	70.00	196.00	.88		1,266.88	1,358.55	48	
Osceola	3	1,947.65	900.00		120.00	.72		1,020.72	926.93	52	Presidential, Oct. 1, 1898.
Pawnee City	3	4,580.96	1,600.00		233.71	4.08		1,837.79	2,743.17	40	
Pender	3	2,700.12	1,100.00	20.00	209.00	3.04		1,332.04	1,368.08	49	
Pierce	3	2,585.96	1,100.00		164.00	2.40		1,266.40	1,319.56	49	
Plattsmouth	2	8,504.16	2,000.00	900.00	412.95	12.08		3,325.03	5,179.13	39	
Ponca	3	2,480.57	1,100.00	50.00	196.00	4.48		1,350.48	1,130.09	54	
Randolph	3	2,948.67	1,100.00		166.00	3.44		1,269.44	1,679.23	43	
Ravenna	3	2,370.62	1,100.00	60.00	174.00	1.44		1,335.44	1,035.18	56	
Redcloud	3	4,690.00	1,500.00	40.00	277.00	4.08		1,821.08	2,868.92	39	
Rushville	3	1,015.41	500.00	50.00	74.50	.56		625.06	390.35	62	Presidential, Jan. 1, 1899.
St. Paul	3	4,190.33	1,500.00	60.00	254.00	6.24		1,820.24	2,370.09	43	
Schuyler	3	4,651.12	1,600.00	120.00	294.00	5.28		2,019.28	2,631.84	43	
Seward	3	4,989.25	1,600.00	110.00	270.00	6.48		1,986.48	3,002.77	40	
Shelton	3	2,290.43	1,000.00		153.80	1.93		1,155.73	1,134.70	50	
Sidney	3	2,182.86	1,000.00	150.00	174.00	2.08		1,326.08	856.78	61	
South Omaha	1	57,767.21	3,000.00	5,064.14	708.00	245.33	7,075.71	16,093.18	41,674.03	28	
Stanton	3	2,890.95	1,100.00	50.00	196.00	1.76		1,347.76	1,543.19	47	
Stromsburg	3	3,546.45	1,300.00	20.00	220.00	.48		1,540.48	2,005.97	43	
Superior	3	4,400.53	1,500.00	80.00	274.00	4.16		1,858.16	2,542.37	42	
Sutton	3	3,172.69	1,300.00		195.00	2.24		1,497.24	1,675.45	47	
Syracuse	3	2,401.26	1,200.00		126.25	1.36		1,327.61	1,073.65	55	
Tecumseh	3	4,587.15	1,500.00		264.00	6.32		1,770.32	2,816.83	39	
Tekamah	3	3,809.19	1,400.00	100.00	230.00	4.88		1,734.88	2,074.31	46	
Valentine	3	2,597.56	1,100.00	300.00	196.00	1.52		1,597.52	1,000.04	61	
Wahoo	3	4,972.17	1,600.00	300.00	304.00	4.80		2,208.80	2,763.37	44	
Wakefield	3	2,823.97	1,100.00		177.80	1.44		1,279.24	1,544.73	45	
Wayne	3	4,980.42	1,600.00	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	

Long Island City	2	39,405.92	2,800.00	4,798.90	800.00	323.93	18,858.99	27,581.82	11,824.10	70	
Lowville	3	6,828.44	1,900.00	450.00	360.00	16.48		2,726.48	4,101.96	40	
Lyons	2	9,070.70	2,000.00	1,600.00	575.00	35.14		4,210.14	4,860.56	46	
McGraw	3	3,625.36	1,500.00	80.00	154.00	2.48		1,736.48	1,888.88	48	
Malone	2	13,584.32	2,300.00	1,400.00	856.18	49.34		4,605.52	8,978.80	34	
Mamaroneck	3	8,601.42	1,800.00	500.00	375.00	48.72		2,723.72	5,877.70	32	
Manlius	3	3,266.27	1,300.00		105.00	8.64		1,413.64	1,852.63	43	
Marathon	3	3,601.86	1,400.00	110.00	180.00	5.68		1,695.68	1,906.18	47	
Marlboro	3	2,108.50	1,100.00		174.00	4.24		1,278.24	830.26	61	
Massena	3	3,943.24	1,200.00		197.56	6.08		1,403.64	2,539.60	36	
Matteawan	3	4,841.83	1,600.00	39.95	317.00	23.52		1,980.47	2,861.36	41	
Mayville	3	3,241.10	1,400.00	600.00	202.00	7.12		2,209.12	1,031.98	68	
Mechanicsville	3	6,679.71	1,800.00	250.00	308.00	25.28		2,383.28	4,296.43	36	
Medina	2	13,668.07	2,200.00	1,375.00	600.00	28.50	311.37	4,514.87	9,153.20	33	
Mexico	3	3,453.34	1,400.00	200.00	252.00	10.00		1,862.00	1,591.34	54	
Middleburg	3	2,972.21	1,300.00	300.00	250.00	5.19		1,855.19	1,117.02	52	
Middleport	3	3,767.01	1,400.00	100.00	170.00	9.20		1,679.20	2,087.81	45	
Middletown	2	24,321.03	2,600.00	3,600.00	1,400.00	190.46	5,356.66	13,147.12	11,173.91	54	
Millbrook	3	2,807.85	1,200.00		100.00	9.76		1,309.76	1,498.09	47	
Millerton	3	4,357.72	1,600.00	250.00	229.59	8.32		2,087.91	2,269.81	48	
Mohawk	3	2,729.76	1,400.00	40.00	238.20	12.96		1,691.16	1,038.60	62	
Montgomery	3	2,792.71	1,100.00	150.00	155.91	7.28		1,413.19	1,379.52	51	
Monticello	3	4,900.72	1,500.00	250.00	233.30	23.20		2,006.50	2,894.22	41	
Montour Falls	3	2,863.30	1,300.00		194.00	7.60		1,501.60	1,361.70	52	
Moravia	3	4,262.41	1,500.00	30.00	148.00	5.60		1,683.60	2,578.81	39	
Morristown	2	16,885.69	2,400.00	1,400.00	300.00	21.27		4,121.27	12,764.42	24	
Morrisville	3	2,262.53	1,100.00		186.00	3.28		1,289.28	973.25	57	
Mount Kisco	3	3,918.92	1,500.00		165.70	21.76		1,687.46	2,231.46	43	
Mount Morris	3	4,648.65	1,600.00	140.00	331.00	11.52		2,082.52	2,566.13	45	
Mount Vernon	2	35,717.53	2,900.00	4,736.68	1,000.00	352.56	10,344.21	19,333.55	16,383.98	54	
Naples	3	3,304.67	1,200.00	300.00	201.50	2.96		1,704.46	1,600.21	52	
Newark	2	16,138.68	2,400.00	2,200.00	500.00	30.57	1,772.07	6,902.64	9,236.04	43	
New Berlin	3	3,350.68	1,300.00	80.00	165.00	4.80		1,549.80	1,800.88	46	
New Brighton	2	26,437.03	2,700.00	2,400.00	850.00	261.96	4,422.55	10,634.51	15,802.52	40	
Newburgh	1	53,842.07	3,100.00	7,398.90		819.76	12,200.00	23,518.66	30,323.41	44	In Government building.
Newdorp	3	6,666.76	1,200.00		167.75	19.28		1,387.03	5,279.73	21	
New Hartford	3	2,863.58	1,100.00		101.10	2.80		1,203.90	1,659.68	42	
New Paltz	3	3,927.44	1,500.00	50.00	227.00	11.36		1,788.36	2,139.08	46	
New Rochelle	2	24,702.46	2,600.00	3,500.00	650.00	287.76	5,494.04	12,531.80	12,170.66	51	
New York	1	8,811,547.83	8,000.00	1,652,285.00	200,479.04	90,363.35	1,474,894.81	3,426,022.29	5,385,525.54	39	Do.
Niagara Falls	2	32,426.77	2,800.00	5,800.00	925.08	444.37	8,076.67	18,046.12	14,380.65	56	
Northport	2	14,458.82	2,400.00	1,500.00	250.00	64.16		4,214.16	10,244.66	29	
North Tarrytown	3	2,872.90	1,200.00		172.00	23.20		1,395.20	1,477.70	49	
North Tonawanda	2	10,950.75	2,200.00	1,033.33	400.00	44.14	1,323.31	5,000.78	5,949.97	46	
Northville	3	2,279.37	1,100.00	150.00	160.00	5.28		1,415.28	864.09	62	
Norwich	2	12,540.81	2,300.00	1,798.92	650.00	43.81	3,323.84	8,116.57	4,424.24	65	
Norwood	3	3,066.18	1,300.00	350.00	162.50	4.64		1,817.14	1,249.04	59	
Nunda	3	2,906.02	1,300.00	200.00	201.45	4.24		1,705.69	1,200.33	59	
Nyack	2	13,622.93	2,400.00	1,652.17	500.00	79.43	632.04	5,263.64	8,359.29	39	
Oceanus	3	2,947.10	1,400.00	150.00	222.96	46.96		1,819.92	1,127.18	62	
Ogdensburg	2	20,688.30	2,600.00	3,000.00		66.77	7,180.81	12,847.58	7,840.72	62	Do.
Olean	2	19,478.64	2,500.00	2,850.00	1,000.00	102.32	5,280.02	11,732.34	7,746.30	60	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Oneida	2	$13,909.19	$2,400.00	$2,000.00	$700.00	$61.30	$3,509.99	$8,671.29	$5,237.90	62	
Oneonta	2	17,133.29	2,500.00	2,500.00	750.00	145.67	4,487.79	10,383.46	6,749.83	61	
Oswego	2	27,356.00	2,700.00	4,298.91		509.60	9,974.73	17,483.24	9,872.76	64	In Government building.
Ovid	3	2,371.95	1,100.00		144.00	5.12		1,249.12	1,122.83	53	
Owego	2	11,943.57	2,300.00	2,100.00	777.50	61.19	3,518.34	8,757.03	3,186.54	73	
Oxford	3	5,515.80	1,700.00	200.00	206.00	6.16		2,112.16	3,403.64	38	
Oyster Bay	3	3,892.58	1,500.00		172.00	37.36		1,709.36	2,183.22	44	
Ozone Park	3	3,716.84	1,000.00		174.00	22.32		1,196.32	2,520.52	32	
Painted Post	3	1,695.78	1,100.00		147.77	6.56		1,254.33	441.45	74	
Palmyra	2	10,905.34	2,100.00	1,600.00	500.00	18.07		4,218.07	6,687.27	39	
Patchogue	2	9,296.09	2,100.00	900.00	450.00	62.59		3,512.59	5,783.50	38	
Pawling	3	2,945.89	1,200.00	20.00	160.00	5.36		1,385.36	1,560.53	47	
Peekskill	2	14,793.14	2,400.00	2,200.00	650.00	155.21	4,429.04	9,834.25	4,958.89	66	
Penn Yan	2	15,297.01	2,400.00	2,101.64	550.00	37.35		5,088.99	10,208.02	33	
Perry	3	6,271.14	1,600.00	40.00	260.00	9.36		1,909.36	4,361.78	30	
Phelps	3	3,206.96	1,400.00	200.00	204.00	7.20		1,811.20	1,395.76	56	
Philmont	3	3,138.95	1,400.00	40.00	138.98	6.56		1,585.54	1,553.41	51	
Phœnix	3	3,758.87	1,300.00		198.00	8.96		1,506.96	2,251.91	40	
Pine Plains	3	1,857.49	1,100.00		141.95	2.32		1,244.27	613.22	67	
Plattsburg	2	17,723.56	2,500.00	2,624.00		56.52	3,517.43	8,697.95	9,025.61	49	Do.
Port Byron	3	2,699.50	1,500.00	200.00	300.00			2,000.00	699.50	74	
Port Chester	2	21,645.31	2,600.00	3,100.00	700.00	86.58	3,506.45	9,993.03	11,652.28	46	
Port Henry	3	4,098.50	1,500.00	325.00	252.25	11.68		2,088.93	2,009.57	51	
Port Jefferson	3	3,296.01	1,400.00		250.00	14.00		1,664.00	1,632.01	50	
Port Jervis	2	13,540.82	2,400.00	2,000.00	400.00	72.08	4,451.90	9,323.98	4,216.84	69	
Port Richmond	2	11,489.27	2,300.00	1,500.00	400.00	61.39		4,261.39	7,227.88	37	
Potsdam	2	10,681.84	2,200.00	1,300.00	600.00	24.50	3,343.80	7,468.30	3,213.54	70	
Poughkeepsie	1	56,987.72	3,100.00	9,400.00	400.00	619.72	11,720.46	25,240.18	31,747.54	44	Do.
Prattsburg	3	1,036.26	500.00	50.00	85.00	.88		635.88	400.38	61	Presidential, Jan. 1, 1899.
Pulaski	3	4,117.34	1,500.00	50.00	304.00	9.68		1,863.68	2,253.66	45	
Randolph	3	3,860.09	1,500.00	240.00	212.00	13.86		1,965.36	1,894.73	51	
Red Hook	3	1,573.02	750.00		100.62	3.36		853.98	719.04	54	Presidential, Oct. 1, 1898.
Rhinebeck	3	4,320.11	1,500.00	250.00	239.97	14.08		2,004.05	2,316.06	46	
Richfield Springs	3	5,451.34	1,700.00	300.00	283.00	21.60		2,304.60	3,146.74	42	
Richmond Hill	3	5,367.13	1,376.37		151.25	38.08		1,565.70	3,801.43	29	Discontinued, June 1, 1899.
Riverhead	3	6,981.69	1,900.00		384.00	37.04		2,321.04	4,660.65	33	
Rochester	1	425,319.35	3,900.00	54,364.13	800.00	3,502.90	90,350.78	152,917.76	272,401.59	36	In Government building.
Rockville Center	3	5,197.61	1,500.00		212.65	21.76		1,734.41	3,463.20	33	
Rome	2	24,471.10	2,700.00	3,400.00	1,000.00	2.17	7,777.02	14,879.19	9,591.91	61	
Rosebank	3	6,172.71	1,200.00		220.00	97.12		1,517.12	4,655.59	25	
Rosehill	2	11,442.36	2,100.00	933.70	243.63	4.74		3,282.07	8,160.29	29	

Camden	3	7,196.10	1,900.00		310.00	92.80		2,[illegible]	[illegible]	51	
Cape May	3	1,099.00	500.00		58.25	3.84		562.09	536.91	51	Presidential, Jan. 1, 1899.
Clayton	3	2,566.74	1,200.00		165.00	6.72		1,371.72	1,195.02	53	
Clinton	3	4,541.49	1,600.00		210.00	14.88		1,824.88	2,716.61	40	
Cramer Hill	2	15,012.84	2,400.00	900.00	320.00	42.68		3,662.68	11,350.16	24	
Cranford	3	3,860.54	1,400.00	150.00	304.00	7.36		1,861.36	1,999.18	48	
Deckertown	2	13,802.80	2,400.00	1,199.19	345.00	50.48		3,994.67	9,808.13	29	
Dover	2	52,503.42	2,900.00	4,596.00	1,075.80	522.15	12,829.44	21,923.39	30,580.03	42	
East Orange	3	957.41	500.00		82.00	4.48		586.48	370.93	61	Do.
Egg Harbor City	1	53,584.63	3,100.00	7,904.89	1,450.00	755.98	19,068.58	32,279.45	21,305.18	60	Do.
Elizabeth	3	1,022.49	500.00		45.52	2.72		548.24	474.25	54	
Elmer	2	21,405.48	2,300.00	1,606.52	450.00	121.36	3,601.68	8,079.56	13,325.92	38	
Englewood	3	6,022.08	1,800.00	310.00	335.00	20.08		2,465.08	3,557.00	41	
Flemington	2	8,956.85	2,000.00	1,000.00	360.00	56.75		3,416.75	5,540.10	38	
Freehold	3	2,215.52	1,100.00	150.00	149.55	8.44		1,402.99	812.53	63	
Frenchtown	3	4,395.17	1,600.00	100.00	253.98	8.88		1,962.86	2,432.31	45	
Glassboro	3	4,510.72	1,500.00			39.20		1,539.20	2,971.52	34	
Glenridge	3	10,365.06	1,900.00		250.00	33.52		2,183.52	8,181.54	21	
Gloucester City	2	23,653.89	2,700.00	2,113.13	500.00	114.16	5,440.07	10,867.36	12,786.53	46	
Hackensack	3	6,547.66	1,700.00	180.00	258.00	25.52		2,163.52	4,384.14	33	
Haddonfield	3	10,453.39	1,900.00	90.00	300.00	37.60		2,327.60	8,125.79	22	
Hamburg	3	2,199.55	1,000.00	40.00	94.50	2.72		1,137.22	1,062.33	52	
Hammonton	3	3,484.06	1,400.00		293.05	15.04		1,708.09	1,775.97	49	
Helmetta	3	3,321.79	1,400.00		100.00	2.08		1,502.08	1,819.71	45	
Highbridge	3	606.20	275.00	25.00	23.55	2.56		326.11	280.09	54	Presidential, Apr. 1, 1899.
Hightstown	3	4,679.44	1,600.00		295.00	12.96		1,907.96	2,771.48	41	
Hoboken	1	49,629.51	3,100.00	8,274.72		908.38	18,105.65	30,388.75	19,240.76	61	In Government building.
Irvington	3	4,925.43	1,600.00		222.96	19.84		1,842.80	3,082.63	37	
Jersey City	1	225,391.04	3,600.00	33,569.63		1,845.04	95,792.39	134,807.06	90,583.98	60	Do.
Keyport	3	4,595.26	1,500.00		254.00	35.92		1,789.92	2,805.34	39	
Lakewood	2	13,333.43	2,300.00	1,900.00	480.00	204.24		4,884.24	8,449.19	37	
Lambertville	3	6,637.56	1,800.00	120.00	310.00	29.04		2,259.04	4,378.52	34	
Little Silver	3	2,737.83	1,300.00	75.00	140.67	9.52		1,525.19	1,212.64	56	
Longbranch	2	15,299.69	2,400.00	1,767.40	572.45	155.28	3,123.51	8,018.64	7,281.05	52	
Longbranch City	3	5,072.75	1,800.00		247.77	42.96		2,090.73	2,982.02	41	
Madison	2	13,605.89	2,300.00	1,775.00	400.00	50.32		4,525.32	9,080.57	33	
Manasquan	3	3,703.25	1,300.00		164.00	32.72		1,496.72	2,206.53	40	
Matawan	3	5,076.91	1,700.00		167.33	17.84		1,885.17	3,191.74	37	
Merchantville	2	11,770.58	2,200.00	1,400.00	300.00	91.80		3,991.80	7,778.78	34	
Metuchen	3	5,223.77	1,600.00	200.00		19.04		1,819.04	3,404.73	35	
Millburn	3	2,111.76	1,000.00		141.57	16.48		1,158.05	953.71	55	
Millington	3	2,079.15	1,100.00		58.72	2.48		1,161.20	917.95	56	
Millville	2	9,760.47	2,100.00	1,500.00	575.00	41.42	4,405.53	8,621.95	1,138.52	88	
Montclair	2	38,693.29	2,700.00	3,500.00	800.00	563.56	6,981.53	14,545.09	24,148.20	38	
Moorestown	2	11,362.79	2,200.00	900.00	525.00	31.04		3,656.04	7,706.75	32	
Morristown	2	33,800.79	2,900.00	3,305.45	1,365.45	642.54	6,698.91	14,912.35	18,888.44	44	
Mount Holly	2	7,816.71	2,000.00	1,000.00	400.00	51.44		3,451.44	4,365.27	44	
Newark	1	374,688.83	3,800.00	56,670.61	2,708.02	4,206.82	135,423.83	202,809.28	171,879.55	54	Do.
New Brunswick	2	42,461.96	2,900.00	4,673.37	900.00	480.11	7,900.81	16,854.29	25,607.67	40	
Newton	2	9,162.21	2,100.00	1,800.00	650.00	41.48		4,591.48	4,570.73	50	
Nutley	3	2,675.44	1,300.00		198.00	27.04		1,525.04	1,150.40	57	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Walden	3	$4,555.34	$1,500.00		$246.00	$11.60		$1,757.60	$2,797.74	39	
Walton	3	6,546.70	1,800.00	$200.00	349.98	11.68		2,361.66	4,185.04	36	
Wappingers Falls	3	4,039.13	1,600.00	100.00	296.00	14.88		2,010.88	2,028.25	50	
Warrensburg	3	4,462.78	1,400.00		177.93	5.36		1,583.29	2,879.49	35	
Warsaw	2	7,998.15	2,000.00	900.00	365.00	18.96		3,283.96	4,714.19	41	
Warwick	3	4,750.20	1,600.00	100.00	285.00	11.68		1,996.68	2,753.52	42	
Washingtonville	3	2,361.13	1,100.00		136.00	3.76		1,239.76	1,121.37	53	
Waterford	3	5,682.90	1,700.00	200.00	283.00	28.56		2,211.56	3,471.34	39	
Waterloo	2	8,413.64	2,000.00	1,200.00	500.00	23.01		3,723.01	4,690.63	44	
Watertown	1	44,343.52	3,000.00	5,500.00		428.48	$10,060.22	18,988.70	25,354.82	43	In Government building.
Waterville	3	4,602.20	1,600.00		315.12	6.40		1,921.52	2,680.68	42	
Watkins	3	6,967.84	1,800.00	250.00	335.00	33.36		2,418.36	4,549.48	35	
Waverly	2	9,644.17	2,100.00	1,483.16	600.00	35.30	2,649.60	6,868.06	2,776.11	71	
Wayland	3	4,585.00	1,100.00		169.60	6.24		1,275.24	3,309.76	28	
Weedsport	3	4,810.10	1,700.00	300.00	307.95	11.84		2,319.79	2,490.31	48	
Wellsville	2	9,805.68	2,100.00	1,125.00	561.00	46.35		3,832.35	5,973.33	39	
Westfield	3	8,508.18	1,800.00	350.00	360.00	32.24		2,542.24	5,965.94	30	
West New Brighton	2	25,800.57	2,700.00	2,666.03	840.00	94.70	4,325.48	10,626.21	15,174.36	41	
Westpoint	3	3,909.03	1,500.00		190.00	33.12		1,723.12	2,185.91	44	
West Seneca	3	1,737.77	500.00					500.00	1,237.77	29	Presidential, Jan. 1, 1899.
West Troy	2	9,857.14	2,000.00	1,200.00	265.50	61.72	4,401.91	7,929.13	1,928.01	80	
Whitehall	3	6,609.21	1,800.00	100.00	208.00	26.48		2,134.48	4,474.73	32	
White Plains	2	16,601.92	2,400.00	2,760.05	600.00	124.40	2,029.34	7,913.79	8,688.13	48	
Whitesboro	3	2,580.35	1,200.00		133.30	5.68		1,338.98	1,241.37	52	
Whitestone	3	4,534.74	1,500.00		153.60	30.72		1,684.32	2,850.42	37	
Whitneys Point	3	2,360.36	1,000.00	300.00	148.00	4.32		1,452.32	908.04	62	
Windsor	3	1,888.78	1,100.00	40.00	127.90	2.80		1,270.70	618.08	67	
Wolcott	3	4,584.19	1,500.00		270.00	6.48		1,776.48	2,807.71	39	
Woodhaven	3	5,874.82	1,400.00		150.00	21.76		1,571.76	4,303.06	27	
Worcester	3	2,288.57	1,000.00		124.00	3.52		1,127.52	1,161.05	49	
Yonkers	1	55,580.76	3,100.00	6,600.00	2,209.08	814.89	16,946.99	29,670.96	25,909.80	53	
Total		15,153,679.21	602,751.37	2,522,143.93	355,027.53	145,835.79	2,931,311.07	6,557,069.69	8,596,609.52	43	
NORTH CAROLINA.											
Asheville	2	29,026.92	2,700.00	4,943.52		327.82	6,242.00	14,213.34	14,813.58	49	In Government building.
Biltmore	3	2,197.08	1,000.00	183.15	138.60	9.76		1,331.51	865.57	61	
Burlington	3	4,521.76	1,500.00	100.00	219.69	15.45		1,835.14	2,686.62	41	
Chapelhill	3	4,303.97	1,500.00	110.00	128.95	7.68		1,746.63	2,557.34	41	
Charlotte	2	39,317.40	2,900.00	4,200.00		278.99	5,638.11	13,017.10	26,300.30	33	Do.

Concord	3	5,856.98	1,700.00	350.00	353.75	21.92		2,425.67	3,431.31	41	
Durham	2	14,982.90	2,500.00	2,283.16	1,000.00	66.04	2,603.12	8,452.32	6,530.58	56	
Edenton	3	3,447.03	1,500.00	150.00	155.00	17.52		1,822.52	1,624.51	53	
Elizabeth City	3	6,870.92	1,800.00	100.00	305.17	44.56		2,249.73	4,621.19	33	
Fayetteville	3	7,807.94	1,900.00	312.50	399.50	88.08		2,650.08	5,157.86	34	
Gastonia	3	3,740.68	1,500.00	70.00	125.61	10.16		1,705.77	2,034.91	46	
Goldsboro	2	9,343.20	2,000.00	1,300.00	420.00	55.21		3,775.21	5,567.99	40	
Greensboro	2	26,056.21	2,700.00	3,300.00		137.38	4,168.31	10,305.69	15,750.52	40	Do.
Greenville	3	3,825.05	1,400.00	70.00	194.99	15.12		1,680.11	1,644.94	51	
Henderson	3	5,189.72	1,600.00	150.00	288.42	19.20		2,057.62	3,132.10	40	
Hendersonville	3	3,284.87	1,300.00	300.00	176.00	11.92		1,787.92	1,496.95	54	
Hickory	3	4,531.93	1,600.00	100.00	265.00	8.80		1,973.80	2,558.13	44	
Highpoint	3	6,378.86	1,800.00	100.00	295.69	12.80		2,208.49	4,170.37	35	
Kinston	3	5,103.44	1,600.00	300.00	298.00	19.04		2,217.04	2,886.40	43	
Laurinburg	3	2,189.38	1,100.00	20.00	116.35	3.44		1,239.79	949.59	57	
Lenoir	3	2,401.28	1,066.67	422.62	151.80	4.24		1,645.33	755.95	69	Inspector in charge from Jan. 1 to Feb. 9, 1899.
Lexington	3	2,717.53	1,200.00	350.00	146.00	9.52		1,705.52	1,012.01	63	
Lincolnton	3	1,146.09	500.00	100.00	49.26	2.24		651.50	494.59	57	Presidential, Jan. 1, 1899.
Littleton	3	1,013.41	500.00	60.00	81.63	2.08		643.71	369.70	64	Do.
Louisburg	3	2,479.58	1,100.00	60.00	121.00	7.28		1,288.28	1,191.30	52	
Marion	3	1,130.33	550.00	150.00	52.05	3.13		755.18	375.15	67	Do.
Monroe	3	3,255.16	1,400.00	360.00	246.60	8.88		2,015.48	1,239.68	62	
Morganton	3	3,612.54	1,400.00	250.00	238.89	14.49		1,903.38	1,709.16	53	
Mountairy	3	3,693.17	1,500.00	300.00	205.50	6.00		2,011.50	1,681.67	54	
Newbern	2	10,315.78	2,200.00	1,769.30		101.20		4,070.50	6,245.28	39	In Government building.
Oxford	3	4,363.30	1,600.00	50.00	253.93	12.80		1,916.73	2,446.57	44	
Plymouth	3	550.03	250.00	37.50	31.76	1.60		320.86	229.17	58	Presidential, Apr. 1, 1899.
Raleigh	2	38,380.03	2,800.00	5,491.31		436.26	5,386.72	14,114.29	24,265.74	37	In Government building.
Reidsville	3	5,600.89	1,700.00	400.00		14.16		2,114.16	3,486.73	38	Do.
Rockingham	3	2,862.38	1,300.00	200.00	161.06	5.36		1,666.44	1,195.94	58	
Rockymount	3	5,194.23	1,700.00	295.79	187.30	19.68		2,202.77	2,991.46	42	
Salem	2	13,060.10	2,000.00	900.00	355.00	12.64		3,267.64	9,801.46	25	
Salisbury	3	8,321.17	1,900.00	900.00	460.00	46.48		3,306.48	5,014.69	40	
Scotland Neck	3	2,417.46	1,100.00		104.18	4.88		1,209.06	1,208.40	50	
Shelby	3	2,936.27	1,200.00	300.00	189.40	7.68		1,697.08	1,239.19	58	
Statesville	3	7,897.68	1,900.00	1,200.00		14.48		3,114.48	4,783.20	39	Do.
Tarboro	3	5,059.91	1,700.00	250.00	207.60	22.72		2,180.32	2,879.59	43	
Wadesboro	3	2,371.32	1,200.00	150.00	98.50	4.16		1,452.66	918.66	61	
Warrenton	3	2,010.10	1,000.00	40.00	108.66	5.28		1,153.94	856.16	57	
Washington	3	5,670.31	1,700.00	300.00	250.00	21.92		2,271.92	3,398.39	40	
Waynesville	3	1,869.65	825.00	60.00	104.37	2.88		992.25	877.40	53	Presidential, Oct. 1, 1898.
Weldon	3	2,373.32	1,100.00	250.00	191.95	8.24		1,550.19	823.13	65	
Wilmington	2	39,971.69	2,900.00	5,600.00		382.25	7,690.06	16,572.31	23,399.38	41	In Government building.
Wilson	3	6,184.60	1,800.00	250.00	354.00	27.92		2,431.92	3,752.68	39	
Winston	2	35,510.50	2,700.00	4,000.00	1,000.00	206.53	3,581.79	11,488.32	24,022.18	32	
Total		411,855.00	79,391.67	42,938.85	10,231.18	2,537.87	35,810.11	170,409.68	241,445.32	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NORTH DAKOTA.											
Bismarck	2	$8,736.53	$2,000.00	$1,799.98	$624.79	$14.30		$4,439.07	$4,297.46	51	
Cando	3	3,330.41	1,200.00		110.00			1,310.00	2,020.41	39	
Casselton	3	3,809.13	1,500.00	300.00	234.00	2.32		2,036.32	1,772.81	53	
Cooperstown	3	2,997.36	1,200.00	80.00	166.00	.56		1,446.56	1,550.80	48	
Devils Lake	3	6,548.46	1,700.00	200.00	298.00	6.80		2,204.80	4,343.66	34	
Dickinson	3	3,241.41	1,400.00	80.00	219.00	2.40		1,701.40	1,540.01	52	
Ellendale	3	2,556.81	1,200.00	100.00	223.00	.80		1,523.80	1,033.01	60	
Fargo	2	37,045.09	2,800.00	4,000.00		154.44	$5,061.37	12,015.81	25,029.28	32	In Government building.
Fessenden	3	2,067.30	825.00		105.00			930.00	1,137.30	45	Presidential, Oct. 1, 1898.
Grafton	3	6,095.49	1,700.00	170.00	358.00	15.28		2,243.28	3,852.21	37	
Grand Forks	2	23,349.48	2,600.00	3,366.31	1,100.00	118.24	3,498.35	10,682.90	12,666.58	46	
Hillsboro	3	3,617.70	1,400.00	39.94	234.00	3.28		1,677.22	1,940.48	46	
Jamestown	3	9,048.05	1,900.00	300.00	410.00	9.04		2,619.04	6,429.01	29	
Lakota	3	3,091.73	1,200.00	100.00	196.17			1,496.17	1,595.56	48	
Langdon	3	3,659.04	1,400.00	240.00	200.00	6.32		1,846.32	1,812.72	50	
Larimore	3	3,756.61	1,400.00	200.00	218.00	5.36		1,823.36	1,933.25	49	
Lisbon	3	3,488.95	1,400.00	200.00	252.00	1.92		1,853.92	1,635.03	53	
Mandan	3	4,191.01	1,600.00		247.00	4.48		1,851.48	2,339.53	44	
Mayville	3	3,814.36	1,500.00	109.97	227.70	1.52		1,839.19	1,975.17	48	
Minot	3	2,915.78	1,100.00	50.00	196.00	2.64		1,348.64	1,567.14	46	
Northwood	3	2,799.46	1,100.00		174.00	1.36		1,275.36	1,524.10	46	
Oakes	3	2,184.58	1,000.00		174.00	.24		1,174.24	1,010.34	54	
Park River	3	3,636.21	1,400.00	100.00	182.00	2.88		1,684.88	1,951.33	46	
St. Thomas	3	2,507.09	1,100.00	80.00	198.00	2.48		1,380.48	1,126.61	55	
Valley City	3	6,239.49	1,700.00	160.00	276.00	4.32		2,140.32	4,099.17	34	
Wahpeton	3	7,380.39	1,700.00	150.00	298.00	11.37		2,159.37	5,221.02	29	
Total		162,107.92	39,025.00	11,826.20	6,920.66	372.35	8,559.72	66,703.93	95,403.99	41	
OHIO.											
Ada	3	7,472.82	1,800.00	50.00	270.09	17.52		2,137.61	5,335.21	29	
Akron	1	122,022.11	3,400.00	12,639.12	2,743.00	1,064.16	19,424.25	39,270.53	82,751.58	32	
Alliance	2	15,085.27	2,400.00	1,900.00	900.00	114.38	3,645.22	8,959.60	6,125.67	59	
Andover	3	1,632.82	750.00	105.00	129.10	3.04		987.14	645.68	60	Do.
Antwerp	3	1,106.11	550.00		98.00	1.04		649.04	457.07	59	Presidential, Jan. 1, 1899.
Ashland	2	17,151.65	2,400.00	1,900.00	340.00	3.91	1,571.34	6,215.25	10,936.40	36	
Ashtabula	2	16,428.94	2,400.00	3,732.60	1,375.00	70.68	5,124.59	12,702.87	3,726.07	77	
Athens	2	9,571.27	2,100.00	1,941.03	500.00	41.66		4,582.69	4,988.58	48	
Barberton	3	4,124.92	1,400.00	80.00	174.00	13.20		1,617.20	2,507.72	39	
Barnesville	3	6,177.38	1,800.00	300.00	175.58	21.44		2,297.02	3,880.36	37	

Batavia	3	2,102.01	1,000.00	90.00	152.00	7.68		1,249.68	852.33	59	
Bedford	3	4,079.28	1,500.00		185.99	11.12		1,697.11	2,382.17	42	
Bellaire	2	9,770.24	2,100.00	1,400.00	500.00	60.96	3,461.86	7,522.82	2,247.42	77	
Bellefontaine	2	11,031.07	2,200.00	1,700.00	606.40	52.30	3,505.29	8,063.99	2,967.08	73	
Bellevue	3	7,139.76	1,900.00	60.00	396.00	17.84		2,373.84	4,765.92	33	
Berea	3	4,727.83	1,600.00		308.00	13.19		1,921.19	2,806.64	41	
Blanchester	3	3,189.59	1,300.00	100.00	143.95	7.36		1,551.31	1,638.28	49	
Bluffton	3	3,259.65	1,400.00	40.00	162.15	3.20		1,605.35	1,654.30	49	
Bowling Green	2	9,706.93	2,000.00	1,266.30	576.42	32.25		3,874.97	5,831.96	40	
Bridgeport	3	6,728.24	1,700.00	200.00	187.96	27.28		2,115.24	4,613.00	31	
Bryan	2	8,320.33	2,000.00	800.00	511.09	19.52		3,330.61	4,989.72	40	
Bucyrus	2	12,283.19	2,200.00	1,500.00	480.00	40.48	3,500.25	7,720.73	4,562.46	63	
Cadiz	3	6,269.44	1,800.00	600.00	358.00	15.84		2,773.84	3,495.60	44	
Caldwell	3	2,823.00	1,200.00	249.99	95.65	5.56		1,551.20	1,271.80	55	
Calla	3	447.43	375.00		15.00	.24		390.24	57.19	87	Presidential, Apr. 1, 1899.
Cambridge	2	11,176.66	2,200.00	1,457.77	600.00	41.27	1,187.24	5,486.28	5,690.38	49	
Camden	3	3,020.77	1,400.00		144.84	5.44		1,550.28	1,470.49	51	
Canal Dover	3	7,573.45	1,800.00	60.00	275.20	24.64		2,159.84	5,413.61	29	
Canton	1	65,548.36	3,200.00	12,102.88		637.02	19,942.01	35,881.91	29,666.45	55	In Government building.
Cardington	3	3,152.20	1,400.00		147.00	3.60		1,550.60	1,601.60	49	
Carey	3	3,915.33	1,200.00	90.00	208.00	3.28		1,501.28	2,414.05	38	
Carrollton	3	2,874.14	1,200.00	109.92	141.00	5.52		1,456.44	1,417.70	51	
Cedarville	3	2,248.87	1,000.00	80.00	142.25	4.08		1,176.33	1,072.54	52	
Celina	3	5,088.16	1,600.00	400.00	282.00	17.76		2,299.76	3,788.40	45	
Chagrin Falls	3	3,605.97	1,400.00	130.00	267.65	6.32		1,803.97	1,802.00	50	
Chardon	3	3,272.71	1,300.00	150.00	225.90	3.52		1,678.52	1,594.19	51	
Chicago	3	3,258.89	1,300.00		209.98	10.00		1,519.98	1,738.91	47	
Chillicothe	2	21,092.06	2,600.00	3,066.58	1,000.00	476.28	5,574.83	12,717.19	8,374.87	60	
Cincinnati	1	1,155,646.65	6,000.00	210,034.86	4,377.70	13,840.24	219,100.18	453,352.98	702,293.67	39	Do.
Circleville	2	10,434.97	2,200.00	1,600.00	500.00	57.26	2,846.27	7,203.53	3,231.44	69	
Cleveland	1	839,389.89	6,000.00	126,648.32	3,084.00	7,695.21	183,434.30	326,861.83	512,528.06	39	Do.
Clyde	3	5,134.32	1,600.00	82.50	290.25	17.12		1,989.87	3,144.45	39	
Collinwood	3	2,332.53	1,100.00		158.84	14.64		1,273.48	1,059.05	55	
Columbiana	3	3,482.18	1,400.00	200.00	175.00	7.36		1,782.36	1,699.82	51	
Columbus	1	326,311.62	3,700.00	43,929.97	1,000.00	2,640.94	70,572.21	121,843.12	204,468.50	37	Do.
Columbus Grove	3	3,063.02	1,300.00	50.00	147.50	4.08		1,501.58	1,561.44	49	
Conneaut	2	9,374.18	2,000.00	300.00	360.00	24.08		2,684.08	6,690.10	29	
Corning	3	2,271.81	1,100.00		146.00	4.96		1,250.96	1,020.85	55	
Coshocton	2	14,369.78	2,300.00	1,504.08	600.00	51.17	1,356.20	5,811.45	8,558.33	40	
Covington	3	3,641.41	1,400.00	80.00	166.00	6.16		1,652.16	1,989.25	45	
Crestline	3	6,046.82	1,600.00	549.46	296.00	13.68		2,459.14	3,587.68	41	
Cuyahoga Falls	3	4,964.26	1,500.00	33.26	199.02	10.96		1,743.24	3,221.02	35	
Dayton	1	212,439.21	3,500.00	23,835.87		1,410.33	44,260.37	73,006.57	139,432.64	34	Do.
Defiance	2	12,804.59	2,200.00	1,900.00	620.00	107.77	3,512.37	8,340.14	4,464.45	65	
Degraff	3	2,527.55	1,100.00	80.00	189.75	4.40		1,374.15	1,153.40	54	
Delaware	2	15,432.07	2,400.00	2,400.00	700.00	88.79	3,566.69	9,155.48	6,276.59	59	
Delphos	3	6,199.02	1,800.00	180.00	358.00	18.00		2,356.00	3,843.02	38	
Delta	3	3,163.29	1,300.00	41.58	221.69	2.48		1,575.75	1,587.54	50	
Dennison	3	3,536.73	1,400.00		276.00	15.84		1,691.84	1,844.89	48	
Deshler	3	2,720.16	1,100.00		164.00	7.04		1,271.04	1,449.12	47	
Dresden	3	2,476.46	1,000.00		174.00	6.48		1,180.48	1,295.98	48	
East Liverpool	2	26,754.44	2,700.00	2,400.00	1,208.61	220.67	6,147.68	12,676.96	14,077.48	47	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
East Palestine	3	$4,674.30	$1,500.00		$129.73	$13.44		$1,643.17	$3,031.13	35	
Eaton	3	5,798.24	1,700.00	$40.00	400.00	17.52		2,157.52	3,640.72	37	
Elyria	2	15,632.12	2,500.00	2,108.15	800.00	240.09	$4,506.30	10,154.54	5,477.58	65	
Fayette	3	2,145.08	1,000.00		81.48	.24		1,081.72	1,063.36	50	
Findlay	2	23,332.29	2,600.00	3,200.00	1,200.00	320.90	7,786.87	15,107.77	8,224.52	65	
Forest	3	3,147.04	1,300.00		107.83	4.72		1,412.55	1,734.49	45	
Fostoria	2	14,522.60	2,400.00	1,900.00	600.00	194.28	4,299.89	9,394.17	5,128.43	65	
Franklin	3	3,855.76	1,500.00		201.30	14.88		1,716.18	2,139.58	45	
Fredericktown	3	1,496.71	750.00		52.90	1.12		804.02	692.69	54	Presidential, Oct. 1, 1898.
Fremont	2	15,698.43	2,400.00	2,300.00	699.35	78.59	4,426.06	9,904.00	5,794.43	63	
Galion	2	11,518.46	2,100.00	1,700.00	600.00	42.09	3,329.58	7,771.67	3,746.79	67	
Gallipolis	2	9,231.20	2,000.00	1,400.00	460.00	46.34		3,906.34	5,324.86	42	
Gambier	3	2,783.15	1,200.00		111.00	10.64		1,321.64	1,461.51	47	
Garrettsville	3	3,623.86	1,400.00	120.00	250.48	5.36		1,775.84	1,848.02	49	
Geneva	3	7,084.81	1,800.00	90.00	140.00	18.64		2,048.64	5,036.17	29	
Georgetown	3	4,010.53	1,500.00	300.00	182.61	7.92		1,990.53	2,020.00	50	
Germantown	3	2,578.61	1,100.00		143.44	8.71		1,252.15	1,326.46	49	
Gibsonburg	3	2,589.61	1,200.00		218.38	3.68		1,422.06	1,167.55	55	
Girard	3	2,557.71	1,200.00		180.00	7.36		1,387.36	1,170.35	54	
Glenville	3	2,875.11	1,100.00		174.00	36.16		1,310.16	1,564.95	46	
Granville	3	3,841.55	1,500.00		300.00	7.20		1,807.20	2,034.35	47	
Greenfield	2	12,329.06	2,100.00	1,100.00	318.00	20.09		3,538.09	8,790.97	28	
Greenville	2	11,757.79	2,200.00	1,800.00	650.00	43.12	1,969.96	6,663.08	5,094.71	57	
Hamilton	2	40,086.09	2,900.00	5,989.33	943.75	828.80	10,064.42	20,726.30	19,359.79	52	
Harrison	3	2,618.55	1,100.00	250.00	136.00	4.40		1,490.40	1,128.15	57	
Hicksville	3	4,234.11	1,500.00		209.85	6.00		1,715.85	2,518.26	41	
Hillsboro	2	8,810.91	2,000.00	1,200.00	560.00	24.92		3,784.92	5,025.99	43	
Hudson	3	3,005.96	1,400.00	120.00	195.00	9.36		1,724.36	1,281.60	57	
Huron	3	2,187.87	1,100.00		136.07	2.80		1,238.87	949.00	57	
Ironton	2	11,748.04	2,300.00	2,014.07	499.85	59.64	5,427.86	10,301.42	1,446.62	88	
Jackson	3	7,722.82	1,800.00	70.00	357.00	14.80		2,241.80	5,481.02	29	
Jamestown	3	2,796.65	1,200.00	40.00	75.00	4.16		1,319.16	1,477.49	47	
Jefferson	3	4,291.51	1,500.00	450.00	254.00	10.16		2,214.16	2,077.35	52	
Kent	3	6,008.80	1,700.00	80.00	333.00	27.36		2,140.36	3,868.44	36	
Kenton	2	12,662.15	2,300.00	1,500.00	625.00	41.49	3,519.05	7,985.54	4,676.61	63	
Lancaster	2	13,913.34	2,300.00	1,800.00	465.00	79.56	3,508.26	8,152.82	5,760.52	59	
Lebanon	3	11,886.68	1,800.00	600.00	235.00	26.48		2,661.48	9,225.20	22	
Leetonia	3	4,455.34	1,500.00		302.00	20.88		1,822.88	2,632.46	41	
Leipsic	3	4,896.53	1,400.00	80.00	250.00	10.56		1,740.56	3,155.97	36	

											70	
Long Island City	2	39,405.92	2,800.00	4,798.90	800.00	323.93	18,858.99	27,581.82	11,824.10	40		
Lowville	3	6,828.44	1,900.00	450.00	360.00	16.48		2,726.48	4,101.96	46		
Lyons	2	9,070.70	2,000.00	1,600.00	575.00	35.14		4,210.14	4,860.56	46		
McGraw	3	3,625.36	1,500.00	80.00	154.00	2.48		1,736.48	1,888.88	48		
Malone	2	13,584.32	2,300.00	1,400.00	856.18	49.34		4,605.52	8,978.80	34		
Mamaroneck	3	8,601.42	1,800.00	500.00	375.00	48.72		2,723.72	5,877.70	32		
Manlius	3	3,266.27	1,300.00		105.00	8.64		1,413.64	1,852.63	43		
Marathon	3	3,601.86	1,400.00	110.00	180.00	5.68		1,695.68	1,906.18	47		
Marlboro	3	2,108.50	1,100.00		174.00	4.24		1,278.24	830.26	61		
Massena	3	3,943.24	1,200.00		197.56	6.08		1,403.64	2,539.60	36		
Matteawan	3	4,841.83	1,600.00	39.95	317.00	23.52		1,980.47	2,861.36	41		
Mayville	3	3,241.10	1,400.00	600.00	202.00	7.12		2,209.12	1,031.98	68		
Mechanicsville	3	6,679.71	1,800.00	250.00	308.00	25.28		2,383.28	4,296.43	36		
Medina	2	13,668.07	2,200.00	1,375.00	600.00	28.50	311.37	4,514.87	9,153.20	33		
Mexico	3	3,453.34	1,400.00	200.00	252.00	10.00		1,862.00	1,591.34	54		
Middleburg	3	2,972.21	1,300.00	300.00	250.00	5.19		1,855.19	1,117.02	62		
Middleport	3	3,767.01	1,400.00	100.00	170.00	9.20		1,679.20	2,087.81	45		
Middletown	2	24,321.03	2,600.00	3,600.00	1,400.00	190.46	5,356.66	13,147.12	11,173.91	54		
Millbrook	3	2,807.85	1,200.00		100.00	9.76		1,309.76	1,498.09	47		
Millerton	3	4,357.72	1,600.00	250.00	229.59	8.32		2,087.91	2,269.81	48		
Mohawk	3	2,729.76	1,400.00	40.00	238.20	12.96		1,691.16	1,038.60	62		
Montgomery	3	2,792.71	1,100.00	150.00	155.91	7.28		1,413.19	1,379.52	51		
Monticello	3	4,900.72	1,500.00	250.00	233.30	23.20		2,006.50	2,894.22	41		
Montour Falls	3	2,863.30	1,300.00		194.00	7.60		1,501.60	1,361.70	52		
Moravia	3	4,262.41	1,500.00	30.00	148.00	5.60		1,683.60	2,578.81	39		
Morristown	2	16,885.69	2,400.00	1,400.00	300.00	21.27		4,121.27	12,764.42	24		
Morrisville	3	2,262.53	1,100.00		186.00	3.28		1,289.28	973.25	57		
Mount Kisco	3	3,918.92	1,500.00		165.70	21.76		1,687.46	2,231.46	43		
Mount Morris	3	4,648.65	1,600.00	140.00	331.00	11.52		2,082.52	2,566.13	45		
Mount Vernon	2	35,717.53	2,900.00	4,736.68	1,000.00	352.56	10,344.21	19,333.55	16,383.98	54		
Naples	3	3,304.67	1,200.00	300.00	201.50	2.96		1,704.46	1,600.21	52		
Newark	2	16,138.68	2,400.00	2,200.00	500.00	30.57	1,772.07	6,902.64	9,236.04	43		
New Berlin	3	3,350.68	1,300.00	80.00	165.00	4.80		1,549.80	1,800.88	46		
New Brighton	2	26,437.03	2,700.00	2,400.00	850.00	261.96	4,422.55	10,634.51	15,802.52	40		
Newburgh	1	53,842.07	3,100.00	7,398.90		819.76	12,200.00	23,518.66	30,323.41	44	In Government building.	
Newdorp	3	6,666.76	1,200.00		167.75	19.28		1,387.03	5,279.73	21		
New Hartford	3	2,863.58	1,100.00		101.10	2.80		1,203.90	1,659.68	42		
New Paltz	3	3,927.44	1,500.00	50.00	227.00	11.36		1,788.36	2,139.08	46		
New Rochelle	2	24,702.46	2,600.00	3,500.00	650.00	287.76	5,494.04	12,531.80	12,170.66	51		
New York	1	8,811,547.83	8,000.00	1,652,285.09	200,479.04	90,363.35	1,474,894.81	3,426,022.29	5,385,525.54	39	Do.	
Niagara Falls	2	32,426.77	2,800.00	5,800.00	925.08	444.37	8,076.67	18,046.12	14,380.65	56		
Northport	2	14,458.82	2,400.00	1,500.60	250.00	64.16		4,214.16	10,244.66	29		
North Tarrytown	3	2,872.90	1,200.00		172.00	23.20		1,395.20	1,477.70	49		
North Tonawanda	2	10,950.75	2,200.00	1,033.33	400.00	44.14	1,323.31	5,000.78	5,949.97	46		
Northville	3	2,279.37	1,100.00	150.00	160.00	5.28		1,415.28	864.09	62		
Norwich	2	12,540.81	2,300.00	1,798.92	650.00	43.81	3,323.84	8,116.57	4,424.24	65		
Norwood	3	3,066.18	1,300.00	350.00	162.50	4.64		1,817.14	1,249.04	59		
Nunda	3	2,906.02	1,300.00	200.00	201.45	4.24		1,705.69	1,200.33	59		
Nyack	2	13,622.93	2,400.00	1,652.17	500.00	79.43	632.04	5,263.64	8,359.29	39		
Oceanus	3	2,947.10	1,400.00	150.00	222.96	46.96		1,819.92	1,127.18	62		
Ogdensburg	2	20,688.30	2,600.00	3,000.00		66.77	7,180.81	12,847.58	7,840.72	62	Do.	
Olean	2	19,478.64	2,500.00	2,850.00	1,000.00	102.32	5,280.02	11,732.34	7,746.30	60		

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
East Palestine	3	$4,674.30	$1,500.00		$129.73	$13.44		$1,643.17	$3,031.13	35	
Eaton	3	5,798.24	1,700.00	$40.00	400.00	17.52		2,157.52	3,640.72	37	
Elyria	2	15,632.12	2,500.00	2,108.15	800.00	240.09	$4,506.30	10,154.54	5,477.58	65	
Fayette	3	2,145.08	1,000.00		81.48	.24		1,081.72	1,063.36	50	
Findlay	2	23,332.29	2,600.00	3,200.00	1,200.00	320.90	7,786.87	15,107.77	8,224.52	65	
Forest	3	3,147.04	1,300.00		107.83	4.72		1,412.55	1,734.49	45	
Fostoria	2	14,522.60	2,400.00	1,900.00	600.00	194.28	4,299.89	9,394.17	5,128.43	65	
Franklin	3	3,855.76	1,500.00		201.30	14.88		1,716.18	2,139.58	45	
Fredericktown	3	1,496.71	750.00		52.90	1.12		804.02	692.69	54	Presidential, Oct. 1, 1898.
Fremont	2	15,698.43	2,400.00	2,300.00	699.35	78.59	4,426.06	9,904.00	5,794.43	63	
Galion	2	11,518.46	2,100.00	1,700.00	600.00	42.09	3,329.58	7,771.67	3,746.79	67	
Gallipolis	2	9,231.20	2,000.00	1,400.00	460.00	46.34		3,906.34	5,324.86	42	
Gambier	3	2,783.15	1,200.00		111.00	10.64		1,321.64	1,461.51	47	
Garrettsville	3	3,623.86	1,400.00	120.00	250.48	5.36		1,775.84	1,848.02	49	
Geneva	3	7,084.81	1,800.00	90.00	140.00	18.64		2,048.64	5,036.17	29	
Georgetown	3	4,010.53	1,500.00	300.00	182.61	7.92		1,990.53	2,020.00	50	
Germantown	3	2,578.61	1,100.00		143.44	8.71		1,252.15	1,326.46	49	
Gibsonburg	3	2,589.61	1,200.00		218.38	3.68		1,422.06	1,167.55	55	
Girard	3	2,557.71	1,200.00		180.00	7.36		1,387.36	1,170.35	54	
Glenville	3	2,875.11	1,100.00		174.00	36.16		1,310.16	1,564.95	46	
Granville	3	3,841.55	1,500.00		300.00	7.20		1,807.20	2,034.35	47	
Greenfield	2	12,829.06	2,100.00	1,100.00	318.00	20.09		3,538.09	9,290.97	28	
Greenville	2	11,757.79	2,200.00	1,800.00	650.00	43.12	1,969.96	6,663.08	5,094.71	57	
Hamilton	2	40,086.09	2,900.00	5,989.33	943.75	828.80	10,064.42	20,726.30	19,359.79	52	
Harrison	3	2,618.55	1,100.00	250.00	136.00	4.40		1,490.40	1,128.15	57	
Hicksville	3	4,234.11	1,500.00		209.85	6.00		1,715.85	2,518.26	41	
Hillsboro	2	8,810.91	2,000.00	1,200.00	560.00	24.92		3,784.92	5,025.99	43	
Hudson	3	3,005.96	1,400.00	120.00	195.00	9.36		1,724.36	1,281.60	57	
Huron	3	2,187.87	1,100.00		136.07	2.80		1,238.87	949.00	57	
Ironton	2	11,748.04	2,300.00	2,014.07	499.85	59.64	5,427.86	10,301.42	1,446.62	88	
Jackson	3	7,722.82	1,800.00	70.00	357.00	14.80		2,241.80	5,481.02	29	
Jamestown	3	2,796.65	1,200.00	40.00	75.00	4.16		1,319.16	1,477.49	47	
Jefferson	3	4,291.51	1,500.00	450.00	254.00	10.16		2,214.16	2,077.35	52	
Kent	3	6,003.80	1,700.00	80.00	333.00	27.36		2,140.36	3,863.44	36	
Kenton	2	12,662.15	2,300.00	1,500.00	625.00	41.49	3,519.05	7,985.54	4,676.61	63	
Lancaster	2	13,913.34	2,300.00	1,800.00	465.00	79.56	3,508.26	8,152.82	5,760.52	59	
Lebanon	3	11,886.68	1,800.00	600.00	235.00	26.48		2,661.48	9,225.20	22	
Leetonia	3	4,455.34	1,500.00		302.00	20.88		1,822.88	2,632.46	41	
Leipsic	3	4,896.53	1,400.00	80.00	250.00	10.56		1,740.56	3,155.97	36	

Lima	2	32,664.91	2,541.30	4,187.24		367.70	6,828.55	13,924.79	18,740.12	43	In Government building. Delinquent from July 1 to Aug. 3, 1898.
Lisbon	3	6,807.66	1,800.00	150.00	260.00	23.20		2,233.20	4,574.46	33	
Lockland	3	9,828.59	1,900.00		166.00	12.48		2,078.48	7,750.11	21	
Logan	3	5,038.13	1,600.00	435.00	256.00	20.80		2,311.80	2,726.33	46	
London	3	7,237.68	1,800.00	360.00	410.00	24.32		2,594.32	4,643.36	36	
Lorain	2	14,437.80	2,300.00	1,848.00	600.00	136.34	3,687.44	8,571.78	5,866.02	59	
Loudonville	3	3,192.31	1,400.00		192.00	5.92		1,597.92	1,594.39	50	
Louisville	3	2,584.77	1,000.00		160.00	5.68		1,165.68	1,419.09	45	
McArthur	3	1,011.37	500.00		76.00	1.04		577.04	434.33	57	Presidential, Jan. 1, 1899.
McComb	3	2,278.80	1,100.00	40.00	170.92	3.92		1,314.84	963.96	58	
McConnelsville	3	3,412.54	1,400.00	160.00	220.00	7.36		1,787.36	1,625.18	53	
Madison	3	2,495.94	1,100.00	80.00	195.00	6.24		1,381.24	1,114.70	55	
Manchester	3	2,558.31	1,200.00	150.00	143.10	6.08		1,499.18	1,059.13	59	
Mansfield	1	43,390.06	3,000.00	6,000.00	1,125.00	392.98	7,909.24	18,427.22	24,962.84	42	
Marietta	2	22,781.50	2,600.00	3,105.04	750.00	265.42	5,643.99	12,364.45	10,417.05	54	
Marion	2	24,559.21	2,500.00	2,200.00	675.00	99.55	5,244.30	10,718.85	13,840.36	44	
Martins Ferry	3	5,899.38	1,600.00	40.00	200.00	38.96		1,878.96	4,020.42	32	
Marysville	3	6,746.61	1,800.00	200.00	410.00	13.04		2,423.04	4,323.57	36	
Massillon	2	15,229.07	2,400.00	2,558.69	1,000.00	188.58	4,658.49	10,805.76	4,413.31	71	
Mechanicsburg	3	3,935.54	1,500.00		220.00	8.00		1,728.00	2,207.54	44	
Medina	3	7,750.28	1,900.00	400.00	254.95	12.80		2,567.75	5,182.53	33	
Miamisburg	3	5,817.75	1,700.00		251.25	20.48		1,971.73	3,846.02	34	
Middleport	3	3,533.02	1,500.00		266.00	17.68		1,783.68	1,749.34	50	
Middletown	2	19,708.03	2,600.00	3,700.00	775.00	84.13	4,393.44	11,552.57	8,155.46	59	
Millersburg	3	4,240.63	1,500.00	300.00	254.00	10.64		2,064.64	2,175.99	49	
Minerva	3	2,697.61	1,200.00		169.93	8.40		1,378.33	1,319.28	51	
Monroeville	3	2,291.69	1,100.00	50.00	137.83	3.52		1,291.35	1,000.34	56	
Montpelier	3	2,890.47	1,300.00		194.00	4.64		1,498.64	1,391.83	52	
Mount Gilead	3	5,224.78	1,700.00	200.00	191.90	9.76		2,101.66	3,123.12	40	
Mount Sterling	3	3,052.66	1,300.00		211.00	5.12		1,516.12	1,536.54	50	
Mount Vernon	2	11,317.16	2,200.00	1,600.00	750.00	50.00	2,636.33	7,236.33	4,080.83	64	
Napoleon	3	5,782.29	1,600.00		296.00	14.88		1,910.88	3,871.41	33	
National Military Home	3	4,026.44	1,600.00	100.00		15.20		1,715.20	2,311.24	43	In Government building.
Nelsonville	3	4,235.40	1,500.00	200.00	229.00	14.96		1,943.96	2,291.44	46	
Newark	2	20,286.74	2,500.00	3,146.89	800.00	326.54	7,073.84	13,847.27	6,439.47	68	
New Bremen	3	2,027.12	1,000.00	50.00	132.45	2.48		1,184.93	842.19	58	
New Carlisle	3	3,672.07	1,400.00	30.00	155.00	2.96		1,587.96	2,084.11	43	
New Comerstown	3	3,535.24	1,300.00	200.00	206.50	9.68		1,716.18	1,819.06	49	
New Lexington	3	3,018.82	1,400.00	60.00	233.25	9.84		1,703.09	1,315.73	56	
New London	3	4,057.98	1,500.00	200.00	182.00	10.40		1,892.40	2,165.58	47	
New Philadelphia	2	10,252.53	2,000.00	1,300.00	480.00	34.08		3,814.08	6,438.45	37	
New Richmond	3	2,501.31	1,200.00	200.00	127.78	9.76		1,537.54	963.77	61	
Niles	3	8,184.53	1,900.00	110.09	406.42	40.72		2,457.14	5,727.39	30	
North Amherst	3	1,825.11	1,000.00	60.00	174.00	3.76		1,237.76	587.35	68	
North Baltimore	3	4,390.53	1,600.00	174.72	296.00	12.24		2,082.96	2,307.57	47	
Norwalk	2	15,689.61	2,500.00	2,400.00	750.00	66.12	3,515.69	9,231.81	6,457.80	59	
Oakharbor	3	2,421.19	1,200.00		190.00	4.32		1,394.32	1,026.87	58	
Oberlin	2	13,181.81	2,300.00	1,983.14	650.00	113.44	3,533.58	8,580.16	4,601.65	65	
Orrville	3	4,489.89	1,500.00	150.00	254.00	9.20		1,913.20	2,576.69	43	
Osborn	3	525.78	250.00		26.00	1.04		277.04	248.74	53	Presidential, Apr. 1, 1899.

N. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Ottawa	3	$4,316.50	$1,500.00	$220.00	$204.00	$11.68		$1,935.68	$2,380.82	45	
Oxford	3	7,442.12	1,700.00	200.00	307.81	26.16		2,233.97	5,208.15	30	
Painesville	2	19,131.66	2,500.00	2,000.00	550.00	58.08	$2,666.46	7,774.54	11,357.12	41	
Paulding	3	4,406.09	1,600.00		250.00	9.52		1,859.52	2,546.57	42	
Payne	3	2,180.46	1,000.00		172.75	2.64		1,175.39	1,005.07	54	
Perrysburg	3	2,248.49	1,000.00		136.60	5.28		1,141.88	1,106.61	51	
Piqua	2	23,391.19	2,000.00	3,491.57	1,000.00	94.14	5,314.15	12,499.86	10,891.33	53	
Plain City	3	2,531.39	1,100.00		157.20	3.52		1,260.72	1,270.67	50	
Plymouth	3	3,497.85	1,300.00		214.87	4.56		1,519.43	1,978.42	43	
Pomeroy	3	5,297.50	1,700.00	450.00	254.00	16.40		2,420.40	2,877.10	46	
Port Clinton	3	3,784.23	1,500.00	200.00	222.00	9.20		1,931.20	1,853.03	51	
Portsmouth	2	23,896.10	2,600.00	3,489.55		211.67	7,013.23	13,314.45	10,581.65	56	In Government building.
Prospect	3	2,263.33	1,000.00		163.80	3.36		1,167.16	1,096.17	52	
Ravenna	2	10,342.97	2,200.00	1,200.00	400.00	40.91		3,840.91	6,502.06	37	
Richwood	3	3,358.82	1,400.00		96.12	4.48		1,500.60	1,858.22	45	
Ripley	3	3,964.35	1,500.00	100.00	277.00	10 80		1,887.80	2,076.55	48	
Roseville	3	2,320.92	1,000.00		87.11	4.80		1,091.91	1,229.01	46	
Sabina	3	2,281.51	1,100.00		162.15	5.52		1,267.67	1,013.84	56	
St. Clairsville	3	3,161.70	1,400.00	60.00	150.00	6.64		1,616.64	1,545.06	51	
St Mary	3	7,056.01	1,800.00	90.00	389.55	18.16		2,297.71	4,758.30	33	
St. Paris	3	2,284.89	1,100.00	40.00	165.00	4.64		1,309.64	975.25	57	
Salem	2	17,986.96	2,500.00	2,183.70	700.00	83.86	3,521.92	8,989.48	8,997.48	50	
Salineville	3	2,389.27	1,100.00	100.00	139.27	6.56		1,345.83	1,043.44	56	
Sandusky	2	27,457.36	2,700.00	4,050.00		305.47	7,174.87	14,230.34	13,227.02	52	Do.
Scio	3	5,129.56	1,300.00	180.00	120.00	38.08		1,638.08	3,491.48	32	
Shelby	2	10,241.79	2,100.00	1,726.92	600.00	27.92		4,454.84	5,786.95	43	
Sidney	2	13,059.62	2,400.00	2,080.22	600.00	41.61	2,630.10	7,751.93	5,307.69	59	
South Charleston	3	2,482.31	1,100.00		170.00	5.52		1,275.52	1,206.79	51	
Spencerville	3	2,672.77	1,300.00	40.00	169.00	5.20		1,514.20	1,158.57	57	
Springfield	1	113,338.33	3,400.00	17,777.19		611.93	16,753.14	38,542.26	74,796.07	34	Do.
Steubenville	2	18,806.36	2,500.00	2,800.00	1,000.00	182.80	7,034.09	13,516.89	5,289.47	72	
Tiffin	2	17,688.86	2,500.00	2,300.00	500.00	84.15	6,167.99	11,552.14	6,136.72	65	
Tippecanoe City	3	6,171.24	1,600.00	40.00	240.00	8.16		1,888.16	4,283.08	31	
Toledo	1	300,725.78	3,700.00	45,658.51	1,050.00	2,176.43	73,356.56	126,541.50	174,184.28	42	Do.
Toronto	3	3,797.49	1,400.00		222.98	16.40		1,639.38	2,158.11	43	
Troy	2	13,705.47	2,400.00	2,783.15	600.00	24.40	2,632.35	8,439.90	5,265.57	62	
Uhrichsville	3	5,099.83	1,600.00	120.00	327.20	21.44		2,068.64	3,031.19	41	
Upper Sandusky	3	6,411.16	1,700.00	200.00	244.20	20.16		2,164.36	4,246.80	34	
Urbana	2	14,546.37	2,300.00	1,834.79	500.00	57.91	3,531.49	8,224.19	6,322.18	57	
Vanwert	2	12,274.50	2,300.00	2,175.83	300.00	35.59	2,929.98	7,741.40	4,533.10	63	
Versailles	3	1,196.50	500.00	50.00	38.26	1.84		590.10	606.40	49	Presidential, Jan. 1, 1899.

Wadsworth	3	2,886.64	1,300.00		145.00	6.72		1,451.72	1,434.92	50	
Wapakoneta	3	6,419.40	1,800.00	350.00	351.00	18.80		2,519.80	3,899.60	39	
Warren	2	19,321.75	2,500.00	2,657.88	650.00	246.88	3,370.21	9,424.97	9,896.78	49	
Washington	2	13,165.94	2,300.00	1,900.00	399.56	97.16	2,659.26	7,355.98	5,809.96	56	
Wauseon	3	5,022.74	1,600.00	170.00	380.00	8.56		2,158.56	2,864.18	43	
Waverly	3	3,200.62	1,400.00	200.00	194.00	7.52		1,801.52	1,399.10	56	
Wellington	3	6,252.88	1,700.00	100.00	325.09	11.60		2,136.69	4,116.19	34	
Wellston	3	5,747.24	1,700.00	200.00	300.00	18.24		2,218.24	3,529.00	39	
Wellsville	3	7,164.86	1,900.00	120.00	400.00	54.90		2,474.96	4,689.90	35	
Westerville	3	3,746.07	1,500.00	100.00	214.40	9.84		1,824.24	1,921.83	49	
West Liberty	3	4,409.78	1,500.00	50.00	296.00	5.36		1,851.36	2,558.42	42	
Weston	3	2,244.15	1,100.00		113.00	3.04		1,216.04	1,028.11	54	
West Unity	3	1,316.06	500.00		67.14	1.04		568.18	747.88	43	Do.
Willoughby	3	3,904.70	1,400.00	60.00	233.70	16.16		1,709.86	2,194.84	44	
Wilmington	3	6,860.32	1,800.00	300.00	420.00	20.00		2,540.00	4,320.32	37	
Woodsfield	3	2,869.59	1,100.00	170.00	146.00	6.08		1,422.08	1,447.51	50	
Wooster	2	13,333.53	2,400.00	1,800.00	600.00	71.98	3,502.44	8,374.42	4,959.11	63	
Wyoming	3	3,369.43	1,100.00	60.00	174.00	22.56		1,356.56	2,012.87	40	
Xenia	2	14,049.26	2,300.00	1,900.00	560.00	79.13	3,879.04	8,718.17	5,331.09	62	
Yellow Springs	3	2,445.28	1,200.00		94.00	8.24		1,302.24	1,143.04	53	
Youngstown	1	51,699.31	3,100.00	7,124.79		594.19	18,318.93	29,137.91	22,561.40	56	In Government building.
Zanesville	1	48,920.82	3,100.00	7,118.39	1,708.93	884.42	11,404.28	24,216.02	24,704.80	50	
Total		4,773,308.81	376,016.30	654,453.85	81,551.65	40,545.17	889,556.28	2,042,123.25	2,731,185.56	43	
OKLAHOMA.											
Alva	3	4,004.88	1,300.00	200.00	150.00	4.16		1,654.16	2,350.72	41	
Blackwell	3	4,459.09	1,300.00	80.00	245.00	6.80		1,631.80	2,827.29	37	
Chandler	3	3,520.95	1,200.00	300.00	172.19	2.80		1,674.99	1,845.96	48	
Edmond	3	2,340.08	1,100.00	200.00	174.00	1.68		1,475.68	864.40	63	
Elreno	2	9,793.07	2,000.00	1,400.00	61.00	23.44		3,484.44	6,308.63	36	
Enid	3	7,157.84	1,700.00	1,200.00	53.00	10.64		2,963.64	4,194.20	41	
Guthrie	2	14,379.91	2,400.00	1,950.51	700.00	31.54	3,715.02	8,797.07	5,582.84	61	
Hennessey	3	3,965.86	1,400.00	250.00	179.30	3.20		1,832.50	2,133.36	46	
Kingfisher	3	6,545.76	1,700.00	798.58	49.75	11.68		2,560.01	3,985.75	39	
Medford	3	575.71	275.00	17.50	43.95	1.36		337.81	237.90	59	Presidential, Apr. 1, 1899.
Newkirk	3	4,399.97	1,500.00	140.00	199.64	16.16		1,855.80	2,544.17	42	
Norman	3	5,327.89	1,600.00		222.00	8.08		1,830.08	3,497.81	34	
Oklahoma	2	20,421.41	2,400.00	2,200.00		61.80	2,511.57	7,173.37	13,248.04	35	
Pawnee	3	2,896.81	1,100.00	300.00	171.75			1,571.75	1,325.06	54	
Perry	3	8,366.20	1,800.00	600.00	1.00	18.56		2,419.56	5,946.64	29	
Ponca	3	5,321.86	1,500.00	183.33	129.45	8.64		1,821.42	3,500.44	34	
Pondcreek	3	3,168.79	1,300.00	200.00	165.80	3.20		1,669.00	1,499.79	53	
Shawnee	3	7,728.77	1,700.00	450.00	50.75	13.36		2,214.11	5,512.66	29	
Stillwater	3	4,326.73	1,400.00	220.00	211.80	2.64		1,834.44	2,492.29	42	
Tecumseh	3	2,111.13	1,100.00	240.00	115.85	1.60		1,457.45	653.68	69	
Woodward	3	1,708.72	600.00	100.00	111.50	2.88		814.38	894.34	48	Presidential, Jan. 1, 1899.
Total		122,519.43	30,375.00	11,029.92	3,207.73	234.22	6,226.59	51,073.46	71,445.97	42	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OREGON.											
Albany	3	$3,504.50	$1,900.00	$500.00	$145.83	$18.24		$2,564.07	$5,940.43	30	
Ashland	3	4,984.10	1,500.00	100.00	254.00	5.52		1,859.52	3,124.58	37	
Astoria	2	11,282.69	2,300.00	1,824.00		124.93	$3,584.35	7,833.28	3,449.41	69	In Government building.
Baker City	2	10,984.25	2,100.00	1,100.00	270.02	15.54		3,485.56	7,498.69	32	
Corvallis	3	5,199.81	1,600.00	75.00	331.00	7.76		2,013.76	3,186.05	39	
Dallas	3	2,948.89	1,200.00	110.00	196.00	2.16		1,508.16	1,440.73	51	
Eugene	3	8,735.81	1,900.00	200.00	240.00	16.96		2,356.96	6,378.85	27	
Forestgrove	3	2,907.35	1,200.00	200.00	196.00	4.72		1,600.72	1,306.63	55	
Grants Pass	3	4,945.27	1,600.00	200.00	204.00	4.64		2,008.64	2,936.63	41	
Heppner	3	3,513.09	1,400.00	300.00	220.00	1.76		1,921.76	1,591.33	55	
Hillsboro	3	2,222.79	1,100.00	120.00	166.00	2.72		1,388.72	834.07	62	
Independence	3	2,484.13	997.28	50.00	166.00	2.96		1,216.24	1,267.89	49	Delinquent, July 1, 1898.
Lagrande	3	6,335.33	1,700.00	300.00	304.00	7.12		2,311.12	4,024.21	36	
McMinnville	3	4,711.54	1,500.00	120.00	294.00	4.88		1,918.88	2,792.66	41	
Marshfield	3	3,255.01	1,400.00	90.00	230.00	1.44		1,721.44	1,533.57	53	
Medford	3	3,497.17	1,400.00	60.00	252.00	3.68		1,715.68	1,781.49	49	
Oregon City	3	6,321.28	1,700.00	150.00	356.00	12.24		2,218.24	4,103.04	35	
Pendleton	2	9,433.28	2,000.00	800.00	375.00	16.00		3,191.00	6,242.23	34	
Portland	1	190,189.09	3,500.00	29,414.41	1,000.00	1,393.63	41,376.65	76,684.69	113,504.40	40	In Government building.
Roseburg	3	5,635.39	1,600.00	500.00	331.00	6.24		2,437.24	3,198.15	43	
Salem	2	19,862.83	2,400.00	2,810.00	600.00	183.34	3,497.33	9,490.67	10,372.16	48	
The Dalles	2	9,288.47	2,000.00	1,000.00	600.00	6.40		3,606.40	5,682.07	39	
Union	3	2,867.55	1,200.00	150.00	198.00	1.52		1,549.52	1,318.03	54	
Total		330,109.57	39,197.28	40,173.41	6,928.85	1,844.40	48,458.33	136,602.27	193,507.30	41	
PENNSYLVANIA.											
Allegheny	1	144,853.07	3,400.00	24,227.35	331.81	2,800.79	46,892.55	77,652.50	67,200.57	54	Do.
Allentown	1	46,748.17	2,100.00	6,661.54	2,000.00	759.85	12,484.10	24,005.49	22,742.68	51	
Altoona	1	42,226.72	3,000.00	4,984.42	1,400.00	609.97	13,668.42	23,662.81	18,563.91	56	
Ambler	2	9,641.99	2,200.00	1,200.00	422.51	33.18		3,855.69	5,786.30	40	
Annville	3	2,843.95	1,200.00		190.00	6.88		1,396.88	1,447.07	49	
Apollo	3	5,279.12	1,700.00	150.00	305.55	26.16		2,181.71	3,097.41	41	
Ardmore	3	5,270.07	1,700.00		300.00	54.08		2,054.08	3,215.99	39	
Ashland	3	5,957.35	1,800.00	60.00	383.00	27.92		2,270.92	3,686.43	38	
Athens	3	6,061.90	1,700.00	100.00	358.00	18.64		2,176.64	3,885.26	36	
Austin	3	3,479.94	1,500.00		304.00	6.24		1,810.24	1,669.70	52	
Avondale	3	1,028.30	500.00		42.50	2.48		544.98	483.32	53	Presidential, Jan. 1, 1899.
Bangor	3	5,173.66	1,700.00		254.95	14.96		1,969.91	3,203.75	38	
Beaver	3	5,238.54	1,700.00		354.00	33.92		2,087.92	3,150.62	40	

Beaverfalls	2	15,392.19	2,400.00	3,400.00		159.79	6,012.87	11,972.66	3,419.53	78	In Government building.
Bedford	3	6,648.12	1,800.00	300.00	258.00	25.68		2,383.68	4,264.44	36	
Bellefonte	2	10,160.78	2,100.00	1,500.00	490.00	37.52	3,521.47	7,648.99	2,511.79	75	
Belle Vernon	3	3,590.71	1,300.00		250.00	22.64		1,572.64	2,018.07	44	
Bellwood	3	2,495.57	1,200.00	200.00	196.00	6.32		1,602.32	893.25	64	
Bennett	3	3,209.38	1,300.00		178.00	25.28		1,503.28	1,706.10	47	
Berwick	3	6,633.78	1,700.00	80.00	296.00	17.44		2,093.44	4,540.34	32	
Berwyn	3	3,240.86	1,400.00		180.00	12.32		1,592.32	1,648.54	49	
Bethlehem	2	17,671.64	2,500.00	2,224.00	850.00	137.52	5,290.58	11,002.10	6,669.54	62	
Birdsboro	3	3,250.04	1,200.00		160.15	8.64		1,368.79	1,881.25	42	
Blairsville	3	5,022.72	1,600.00		254.00	24.00		1,878.00	3,144.72	37	
Bloomsburg	2	11,279.88	2,300.00	1,600.00	600.00	51.44	2,136.93	6,688.37	4,591.51	59	
Blossburg	3	2,975.28	1,300.00	200.00	250.00	6.40		1,756.40	1,218.88	59	
Boyerstown	3	2,862.56	1,200.00	60.00	173.68	7.68		1,441.36	1,421.20	50	
Braddock	2	15,020.42	2,300.00	1,900.00	850.00	240.40	3,947.26	9,237.66	5,782.76	62	
Bradford	2	29,950.37	2,700.00	4,510.85	1,416.00	217.49	7,562.32	16,406.66	13,543.71	55	
Bridgeport	3	2,188.60	1,100.00		126.00	11.20		1,237.20	951.40	57	
Bristol	3	7,355.09	1,900.00	250.00	260.00	39.44		2,449.44	4,905.65	33	
Brockwayville	3	2,508.19	1,100.00	100.00	134.34	4.96		1,339.30	1,168.89	53	
Brookville	3	6,879.24	1,800.00	600.00	336.00	24.56		2,760.56	4,118.68	40	
Brownsville	3	4,110.96	1,400.00		233.75	29.76		1,663.51	2,447.45	40	
Bryn Mawr	2	11,791.06	2,200.00	700.00	345.00	154.60		3,399.60	8,391.46	29	
Butler	2	16,675.71	2,400.00	2,800.00	700.00	109.49	4,934.53	10,944.02	5,731.69	66	
California	3	3,221.40	1,300.00		136.35	14.08		1,450.43	1,770.97	45	
Cambridge Springs	3	5,415.58	1,700.00	100.00	244.45	30.80		2,075.25	3,340.33	38	
Canonsburg	3	4,442.98	1,500.00		225.00	25.52		1,750.52	2,692.46	39	
Canton	3	4,219.32	1,500.00	200.00	269.80	9.04		1,978.84	2,240.48	47	
Carbondale	2	12,230.24	2,300.00	1,900.00	750.00	75.24	3,511.82	8,537.06	3,693.18	70	
Carlisle	2	17,956.82	2,500.00	2,400.00	450.00	141.57	4,390.91	9,882.48	8,074.34	55	
Carnegie	3	6,928.10	1,800.00		453.97	64.48		2,318.45	4,609.65	33	
Catasauqua	3	5,595.25	1,700.00	30.00	358.00	23.04		2,111.04	3,484.21	38	
Catawissa	3	2,853.80	1,200.00	200.00	154.00	7.76		1,561.76	1,292.04	55	
Chambersburg	2	17,773.85	2,500.00	1,900.00	700.00	84.63	4,424.63	9,609.26	8,164.59	54	
Charleroi	2	10,031.54	2,000.00	624.17	300 00	36.17		2,960.34	7,071.20	30	
Chester	2	30,859.25	2,700.00	3,857.78		342.92	12,571.97	19,472.67	11,386.58	63	Do.
Chicora	3	2,407.27	1,100.00	165.00	128.80	4.80		1,398.60	1,008.67	58	
Clarion	3	6,416.22	1,700.00	900.00	360.00	13.52		2,973.52	3,442.70	46	
Claysville	3	1,044.40	500.00	110.00	48.22	2.80		661.02	383.38	63	Presidential, Jan. 1, 1899.
Clearfield	2	10,611.13	2,000.00	900.00	300.00	31.12		3,231.12	7,380.01	30	
Coatesville	2	11,033.01	2,000.00	1,092.11	550.00	74.72		3,716.83	7,316.18	34	
Columbia	2	12,230.39	2,300.00	1,600.00	448.10	74.44	4,388.75	8,811.29	3,419.10	72	
Conneautville	3	2,662.21	1,200.00	40.00	198.00	5.68		1,443.68	1,218.53	54	
Connellsville	2	11,766.44	2,300.00	1,400.00	600.00	166.70	2,264.16	6,730.86	5,035.58	57	
Conshohocken	2	8,244.75	2,000.00	300.00	363.58	37.13		2,700.71	5,544.04	33	
Coraopolis	3	4,718.55	1,500.00	50.00	266.00	20.40		1,836.40	2,882.15	39	
Corry	2	11,628.18	2,300.00	1,700.00	600.00	63.88	3,508.97	8,172.85	3,455.33	70	
Coudersport	3	6,115.44	1,700.00	250.00	331.00	8.24		2,289.24	3,826.20	37	
Curwensville	3	4,277.95	1,600.00	600.00	277.00	7.36		2,484.36	1,793.59	58	
Danville	2	10,222.55	2,100.00	1,500.00	590.00	42.00	2,626.53	6,858.53	3,364.02	67	
Darby	3	3,637.63	1,400.00		154.00	19.12		1,573.12	2,064.51	43	
Derry Station	3	2,586.45	1,100.00		191.70	12.00		1,303.70	1,282.75	50	
Downingtown	3	3,806.01	1,300.00	200.00	171.50	10.40		1,681.90	2,124.11	44	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OREGON.											
Albany	3	$8,504.50	$1,900.00	$500.00	$145.83	$18.24		$2,564.07	$5,940.43	30	
Ashland	3	4,984.10	1,500.00	100.00	254.00	5.52		1,859.52	3,124.58	37	
Astoria	2	11,282.69	2,300.00	1,824.00		124.93	$3,584.35	7,833.28	3,449.41	69	In Government building.
Baker City	2	10,984.25	2,100.00	1,100.00	270.02	15.54		3,485.56	7,498.69	32	
Corvallis	3	5,199.81	1,600.00	75.00	331.00	7.76		2,013.76	3,186.05	39	
Dallas	3	2,948.89	1,200.00	110.00	196.00	2.16		1,508.16	1,440.73	51	
Eugene	3	8,735.81	1,900.00	200.00	240.00	16.96		2,356.96	6,378.85	27	
Forestgrove	3	2,907.35	1,200.00	200.00	196.00	4.72		1,600.72	1,306.63	55	
Grants Pass	3	4,945.27	1,600.00	200.00	204.00	4.64		2,008.64	2,936.63	41	
Heppner	3	3,513.09	1,400.00	300.00	220.00	1.76		1,921.76	1,591.33	55	
Hillsboro	3	2,222.79	1,100.00	120.00	166.00	2.72		1,388.72	834.07	62	
Independence	3	2,484.13	997.28	50.00	166.00	2.96		1,216.24	1,267.89	49	Delinquent, July 1, 1898.
Lagrande	3	6,335.33	1,700.00	300.00	304.00	7.12		2,311.12	4,024.21	36	
McMinnville	3	4,711.54	1,500.00	120.00	294.00	4.88		1,918.88	2,792.66	41	
Marshfield	3	3,255.01	1,400.00	90.00	230.00	1.44		1,721.44	1,533.57	53	
Medford	3	3,497.17	1,400.00	60.00	252.00	3.68		1,715.68	1,781.49	49	
Oregon City	3	6,321.28	1,700.00	150.00	356.00	12.24		2,218.24	4,103.04	35	
Pendleton	2	9,433.28	2,000.00	800.00	375.00	16.00		3,191.00	6,242.23	34	
Portland	1	190,189.09	3,500.00	29,414.41	1,000.00	1,393.63	41,376.65	76,684.69	113,504.40	40	In Government building.
Roseburg	3	5,635.39	1,600.00	500.00	331.00	6.24		2,437.24	3,198.15	43	
Salem	2	19,862.83	2,400.00	2,810.00	600.00	183.34	3,497.33	9,490.67	10,372.16	48	
The Dalles	2	9,288.47	2,000.00	1,000.00	600.00	6.40		3,606.40	5,682.07	39	
Union	3	2,867.55	1,200.00	150.00	198.00	1.52		1,549.52	1,318.03	54	
Total		330,109.57	39,197.28	40,173.41	6,928.85	1,844.40	48,458.33	136,602.27	193,507.30	41	
PENNSYLVANIA.											
Allegheny	1	144,853.07	3,400.00	24,227.35	331.81	2,800.79	46,892.55	77,652.50	67,200.57	54	Do.
Allentown	1	46,748.17	2,100.00	6,661.54	2,000.00	759.85	12,484.10	24,005.49	22,742.68	51	
Altoona	1	42,226.72	3,000.00	4,984.42	1,400.00	609.97	13,668.42	23,662.81	18,563.91	56	
Ambler	2	9,641.99	2,200.00	1,200.00	422.51	33.18		3,855.69	5,786.30	40	
Annville	3	2,843.95	1,200.00		190.00	6.88		1,396.88	1,447.07	49	
Apollo	3	5,279.12	1,700.00	150.00	305.55	26.16		2,181.71	3,097.41	41	
Ardmore	3	5,270.07	1,700.00		300.00	54.08		2,054.08	3,215.99	39	
Ashland	3	5,957.35	1,800.00	60.00	383.00	27.92		2,270.92	3,686.43	38	
Athens	3	6,061.90	1,700.00	100.00	358.00	18.64		2,176.64	3,885.26	36	
Austin	3	3,479.94	1,500.00		304.00	6.24		1,810.24	1,669.70	52	
Avondale	3	1,028.30	500.00		42.50	2.48		544.98	483.32	53	Presidential, Jan. 1, 1899.
Bangor	3	5,173.66	1,700.00		254.96	14.96		1,969.91	3,203.75	38	
Beaver	3	5,238.54	1,700.00		354.00	33.92		2,087.92	3,150.62	40	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Doylestown	3	$8,279.68	$1,900.00	$712.50	$255.00	$37.76		$2,905.26	$5,374.42	35	
Dubois	2	12,927.87	2,300.00	2,233.61	600.00	55.25	$4,318.01	9,506.87	3,421.00	74	
Dunbar	3	4,215.25	1,400.00		145.00	9.36		1,554.36	2,660.89	37	
Duncannon	3	2,585.82	1,200.00	250.00	108.13	11.36		1,569.49	1,016.33	61	
Dunmore	3	4,902.04	1,500.00		230.00	25.36		1,755.36	3,146.68	36	
Duquesne	3	4,586.75	1,600.00		325.00	31.76		1,956.76	2,629.99	43	
Dushore	3	2,245.02	1,000.00	50.00	178.55	2.96		1,231.51	1,013.51	55	
East Brady	3	3,860.45	1,500.00	100.00	104.00	5.68		1,709.68	2,150.77	44	
East Downingtown	3	3,134.61	1,300.00		187.00	6.00		1,493.00	1,641.61	48	
Easton	1	41,844.36	3,000.00	5,424.45	2,080.31	598.86	13,028.08	24,131.70	17,712.66	58	
East Pittsburg	3	7,002.30	1,500.00		134.00	28.24		1,662.24	5,340.06	24	
East Stroudsburg	3	3,880.29	1,500.00	140.00	176.49	16.16		1,832.65	2,047.64	47	
Ebensburg	3	4,208.61	1,500.00	60.00	400.00	18.08		1,978.08	2,230.53	47	
Eddystone	3	2,377.82	1,400.00		200.00	2.24		1,602.24	775.58	67	
Edinboro	3	3,371.00	1,500.00		169.50	2.88		1,672.38	1,698.62	50	
Eldred	3	2,553.84	1,200.00		153.00	3.28		1,356.28	1,197.56	53	
Elizabethtown	3	3,311.09	1,300.00		113.00	6.80		1,419.80	1,891.29	43	
Elkland	3	2,092.59	1,100.00		196.10	3.04		1,299.14	793.45	62	
Ellwood City	3	5,855.31	1,700.00	300.00	356.67	22.56		2,379.23	3,476.08	41	
Emlenton	3	3,725.16	1,500.00	200.00	83.00	9.12		1,792.12	1,933.04	48	
Emporium	3	3,872.77	1,500.00	150.00	290.00	14.32		1,954.32	1,918.45	50	
Ephrata	3	3,655.04	1,400.00	200.00	213.96	10.80		1,824.76	1,830.28	50	
Erie	1	84,241.10	3,300.00	13,030.27	699.73	797.77	23,141.47	40,969.24	43,271.86	49	In Government building.
Etna	3	2,707.63	1,100.00		101.00	22.00		1,223.00	1,484.63	41	
Evans City	3	2,527.12	1,100.00		107.00	3.92		1,210.92	1,316.20	48	
Everett	3	3,847.18	1,500.00	200.00	229.00	9.28		1,938.28	1,908.90	50	
Ford City	3	808.22	275.00		44.25	4.88		324.13	484.09	40	Presidential, Apr. 1, 1899.
Forest City	3	2,913.19	1,300.00		246.00	3.76		1,549.76	1,363.43	53	
Fort Washington	3	3,235.62	1,100.00		40.00	12.32		1,152.32	2,083.30	36	
Franklin	2	18,829.60	2,500.00	2,100.00	607.69	128.79	4,370.41	9,706.89	9,122.71	52	
Freedom	3	2,268.45	1,100.00		143.00	10.16		1,253.16	1,015.29	55	
Freeland	3	3,524.71	1,500.00		240.00	9.76		1,749.76	1,774.95	50	
Freeport	3	2,895.67	1,300.00		138.66	17.68		1,456.34	1,439.33	50	
Galeton	3	3,613.02	1,400.00	80.00	216.19			1,696.19	1,916.83	47	
Gallitzin	3	2,457.90	1,100.00	20.00	166.00	14.72		1,300.72	1,157.18	53	
Gettysburg	2	8,780.80	2,000.00	898.36	306.98	42.09		3,247.43	5,533.37	37	
Girardsville	3	2,446.77	1,100.00		196.00	17.44		1,313.44	1,133.33	54	
Greencastle	3	2,946.81	1,300.00	80.00	238.00	10.48		1,628.48	1,318.33	55	
Greensburg	2	18,135.42	2,500.00	2,000.00	870.00	135.38	4,501.89	10,007.27	8,128.15	55	
Greenville	2	10,686.63	2,100.00	1,200.00	498.00	43.08		3,841.08	6,845.55	36	
Grove City	3	4,937.73	1,700.00	50.00	217.00	11.12		1,978.12	2,959.61	40	

Hamburg	3	2,704.89	1,300.00	80.00	196.00	14.88		1,590.88	1,114.01	59	
Hanover	2	8,857.52	2,000.00	1,000.00	385.00	30.12		3,415.12	5,442.40	39	
Harrisburg	1	134,018.22	3,300.00	14,402.55	200.00	1,381.32	19,199.62	38,483.49	95,534.73	29	In Government building.
Hastings	3	2,114.56	1,100.00	60.00	170.96	1.68		1,332.64	781.92	63	
Haverford	2	8,150.72	2,000.00	500.00	296.00	49.02		2,845.02	5,305.70	35	
Hawley	3	2,722.27	1,200.00	70.79	177.17	6.64		1,454.60	1,267.67	53	
Hazleton	2	19,506.42	2,600.00	2,600.00	1,200.00	113.22	5,648.83	12,162.05	7,344.37	62	
Hollidaysburg	3	5,579.50	1,700.00	60.00	297.91	21.20		2,079.11	3,500.39	37	
Homestead	3	8,080.04	1,800.00	166.30	414.41	90.56		2,471.27	5,608.77	31	
Honesdale	2	9,588.78	2,100.00	1,200.00	500.00	30.82		3,830.82	5,757.96	40	
Houtzdale	3	3,202.69	1,300.00		225.95	6.80		1,532.75	1,669.94	48	
Hughesville	3	3,325.61	1,400.00		138.00	4.40		1,542.40	1,783.21	46	
Hummelstown	3	2,600.09	1,200.00		115.00	10.96		1,325.96	1,274.13	51	
Huntingdon	2	16,536.37	2,500.00	1,800.00	600.00	92.03	2,643.17	7,635.20	8,901.17	46	
Indiana	2	10,073.25	2,200.00	1,602.17	500.00	98.76	2,355.37	6,756.30	3,316.95	67	
Irwin	3	6,069.40	1,700.00	100.00	460.00	28.48		2,288.48	3,780.92	38	
Jeannette	3	6,968.93	1,800.00		355.82	48.32		2,204.14	4,764.79	32	
Jenkintown	3	6,068.32	1,800.00		300.00	42.84		2,142.84	3,925.48	35	
Jermyn	3	2,115.58	1,000.00		125.72	7.92		1,133.64	981.94	53	
Jersey Shore	3	4,043.95	1,600.00		214.00	11.20		1,825.20	2,218.75	45	
Johnsonburg	3	4,734.83	1,500.00		249.00	17.44		1,766.44	2,968.39	37	
Johnstown	2	35,470.68	2,800.00	3,050.00	900.00	431.20	10,760.71	17,941.91	17,528.77	51	
Kane	2	9,730.13	2,000.00	900.00	475.00	28.87		3,403.87	6,326.26	35	
Kennett Square	3	5,192.22	1,700.00	500.00	304.30	11.28		2,515.58	2,676.64	48	
Kingston	3	4,072.29	1,500.00		245.70	20.72		1,766.42	2,305.87	43	
Kittanning	2	10,571.16	2,200.00	1,591.67	550.00	54.35	2,241.05	6,637.07	3,934.09	63	
Kutztown	3	3,473.13	1,400.00	200.00	219.49	5.84		1,825.33	1,647.80	53	
Lancaster	1	70,371.62	3,200.00	9,611.59		884.48	13,133.26	26,829.33	43,542.29	38	Do.
Lansdale	3	5,273.87	1,700.00	350.00	222.61	23.76		2,296.37	2,977.50	44	
Lansdowne	3	9,915.18	1,800.00		300.00	49.44		2,149.44	7,765.74	22	
Lansford	3	3,025.03	1,400.00		147.00	12.08		1,559.08	1,465.95	52	
Latrobe	3	8,490.15	1,900.00	391.00	350.00	43.76		2,684.76	5,805.39	32	
Lebanon	2	23,805.24	2,600.00	2,800.00	900.00	97.08	6,620.37	13,017.45	10,787.79	55	
Leechburg	3	4,470.19	1,500.00	137.50	274.00	19.12		1,930.62	2,539.57	43	
Lehighton	3	4,910.16	1,500.00	100.00	290.00	14.24		1,904.24	3,005.92	39	
Lewisburg	2	9,140.92	2,100.00	1,100.00	360.00	38.44		3,598.44	5,542.48	39	
Lewistown	3	11,161.61	1,900.00	375.00	459.70	27.44		2,762.14	8,399.47	25	
Libonia	3	7,029.24	1,900.00		124.00	1.04		2,025.04	5,004.20	29	
Ligonier	3	2,273.24	1,100.00		113.77	4.80		1,218.57	1,054.67	54	
Lititz	3	2,733.63	1,200.00	150.00	120.00	8.08		1,478.08	1,255.55	54	
Littlestown	3	2,373.63	983.52		167.80	6.00		1,157.32	1,216.31	49	Delinquent from Apr. 1 to Apr. 6, 1899.
Lockhaven	2	14,821.97	2,400.00	2,100.00	780.00	78.32	3,518.13	8,876.45	5,945.52	60	
Luzerne	3	3,262.53	1,100.00	50.00	164.00	6.40		1,320.40	1,942.13	40	
Lykens	3	2,618.22	1,200.00		139.80	5.84		1,345.64	1,272.58	51	
McDonald	3	4,152.93	1,600.00	60.00	250.15	19.92		1,930.07	2,222.86	46	
McKeesport	2	25,581.48	2,700.00	3,500.00	1,200.00	455.87	10,821.57	18,677.44	6,904.04	73	
McKees Rocks	3	4,033.88	1,400.00		168.52	40.48		1,609.00	2,424.88	40	
Mahanoy City	2	10,031.72	2,100.00	1,500.00	438.84	45.28	3,315.66	7,399.28	2,632.44	74	
Manheim	3	2,676.62	1,200.00	120.00	175.00	5.76		1,500.76	1,175.86	56	
Mansfield	3	4,520.01	1,600.00	199.77	294.00	8.56		2,102.33	2,417.68	47	
Marietta	3	5,159.61	1,700.00	130.00	243.99	17.60		2,091.59	3,068.02	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Marionville	3	$2,428.62	$1,100.00		$110.00	$2.72		$1,212.72	$1,215.90	50	
Mauchchunk	3	7,579.85	1,900.00	$300.00	345.00	31.20		2,576.20	5,003.65	34	
Meadville	2	27,165.09	2,700.00	4,332.76	1,500.00	413.86	$5,404.57	14,351.19	12,813.90	53	
Mechanicsburg	2	8,702.68	2,000.00	1,300.00	400.00	31.24		3,731.24	4,971.44	43	
Media	2	10,502.36	2,100.00	1,700.00	600.00	58.96	2,644.61	7,103.57	3,398.79	68	
Mercer	3	5,176.79	1,700.00	400.00	240.00	17.68		2,357.68	2,819.11	46	
Mercersburg	3	3,087.05	1,300.00	100.00	157.55	4.72		1,562.27	1,524.78	51	
Meyersdale	3	4,027.07	1,500.00	283.15	225.00	13.44		2,021.59	2,005.48	50	
Middletown	3	9,719.85	1,800.00		335.00	49.76		2,184.76	7,535.09	22	
Mifflinburg	3	2,978.37	1,300.00	120.00	180.00	4.88		1,604.88	1,373.49	54	
Mifflintown	3	2,694.61	1,200.00	150.00	188.00	7.68		1,545.68	1,148.93	57	
Milford	3	2,695.44	1,100.00	155.68	78.00	19.20		1,352.28	1,343.16	50	
Millersburg	3	3,662.63	1,500.00	210.00	166.12	8.56		1,884.68	1,777.95	51	
Millersville	3	1,782.07	825.00	90.00	65.25	6.24		986.49	795.58	55	Presidential, Oct. 1, 1898.
Milton	2	12,289.80	2,300.00	1,500.00	600.00	39.18	1,960.20	6,399.38	5,890.42	52	
Minersville	3	3,948.13	1,500.00	399.72	253.87	12.72		2,166.31	1,781.82	55	
Monaca	3	553.82	250.00	10.00	37.50	3.36		300.86	252.96	54	
Monongahela	3	5,300.66	1,600.00	50.00	347.00	38.56		2,035.56	3,265.10	38	
Montgomery	3	2,229.94	1,100.00		165.66	3.84		1,269.50	960.44	57	
Montoursville	3	2,798.20	1,100.00	30.00	120.00	2.88		1,252.88	1,545.32	45	
Montrose	3	5,490.72	1,700.00	450.00	283.00	14.40		2,447.40	3,043.32	45	
Mount Carmel	2	7,911.42	2,000.00	1,000.00	416.00	29.60		3,445.60	4,465.82	44	
Mount Jewett	3	2,479.35	1,100.00	40.00	173.00	3.04		1,316.04	1,163.31	53	
Mount Joy	3	3,107.38	1,400.00		143.42	10.08		1,553.50	1,553.88	50	
Mount Pleasant	3	6,277.70	1,700.00	150.00	294.10	28.32		2,172.42	4,105.34	35	
Muncy	3	4,606.91	1,500.00	91.58	280.00	9.36		1,880.94	2,725.97	41	
Myerstown	3	2,501.95	1,200.00		196.00	7.12		1,403.12	1,098.83	56	
Nanticoke	3	4,841.05	1,600.00	110.00	331.00	15.84		2,056.84	2,784.81	42	
Natrona	3	2,216.63	1,000.00		66.70	11.04		1,077.74	1,138.89	49	
Nazareth	3	2,882.78	1,300.00	30.00	166.00	8.24		1,504.24	1,378.54	52	
New Bethlehem	3	3,314.38	1,200.00	200.00	239.10	6.32		1,645.42	1,668.96	50	
New Bloomfield	3	2,183.45	1,000.00		108.00	4.72		1,112.72	1,070.73	51	
New Brighton	2	9,212.93	2,000.00	700.00	500.00	63.86		3,263.86	5,949.07	35	
Newcastle	2	30,268.82	2,700.00	3,408.15	925.00	305.88	9,011.31	16,350.34	13,918.48	54	
New Kensington	3	5,498.67	1,700.00		105.00	42.80		1,847.80	3,650.87	34	
Newport	3	3,806.17	1,500.00	240.00	128.51	9.92		1,878.43	1,927.74	49	
Newtown	3	3,379.56	1,400.00		200.00	11.52		1,611.52	1,768.04	48	
Newville	3	3,345.71	1,400.00	300.00	106.38	6.08		1,812.46	1,533.25	54	
New Wilmington	3	2,403.06	1,100.00		117.00	6.88		1,223.88	1,179.20	51	
Norristown	2	26,487.50	2,700.00	3,100.00	1,000.00	402.66	6,928.53	14,131.19	12,356.31	53	
North Clarendon	3	2,445.23	1,200.00	40.00	161.00	2.16		1,403.16	1,042.07	57	

										50	
									2,080.83	64	
									3,871.41	33	
								1,715.20	2,311.24	43	In Government building
								1,943.96	2,291.44	46	
							7,073.84	13,847.27	6,439.47	68	
						2.48		1,184.93	842.19	58	
						2.96		1,587.96	2,084.11	43	
						9.68		1,716.18	1,819.06	49	
				60.00	233.25	9.84		1,703.09	1,315.73	56	
				200.00	182.00	10.40		1,892.40	2,165.58	47	
			2,000.00	1,300.00	480.00	34.08		3,814.08	6,438.45	37	
		2,501.31	1,200.00	200.00	127.78	9.76		1,537.54	963.77	61	
	3	8,184.53	1,900.00	110.00	406.42	40.72		2,457.14	5,727.39	30	
	3	1,825.11	1,000.00	60.00	174.00	3.76		1,237.76	587.35	68	
[illegible]more	3	4,390.53	1,600.00	174.72	296.00	12.24		2,082.96	2,307.57	47	
[illegible]orwalk	2	15,689.61	2,500.00	2,400.00	750.00	66.12	8,515.69	9,231.81	6,457.80	59	
Oakharbor	3	2,421.19	1,200.00		190.00	4.32		1,394.32	1,026.87	58	
Oberlin	2	13,181.81	2,300.00	1,983.14	650.00	113.44	3,533.58	8,580.16	4,601.65	65	
Orrville	3	4,489.89	1,500.00	150.00	254.00	9.20		1,913.20	2,576.69	48	
Osborn	3	525.78	250.00		26.00	1.04		277.04	248.74	53	Presidential, Apr. 1, 1899.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
East Palestine	3	$4,674.30	$1,500.00		$129.73	$13.44		$1,643.17	$3,031.13	35	
Eaton	3	5,798.24	1,700.00	$40.00	400.00	17.52		2,157.52	3,640.72	37	
Elyria	2	15,632.12	2,500.00	2,108.15	800.00	240.09	$4,506.30	10,154.54	5,477.58	65	
Fayette	3	2,145.08	1,000.00		81.48	24		1,081.72	1,063.36	50	
Findlay	2	23,332.29	2,600.00	3,200.00	1,200.00	320.90	7,786.87	15,107.77	8,224.52	65	
Forest	3	3,147.04	1,300.00		107.83	4.72		1,412.55	1,734.49	45	
Fostoria	2	14,522.60	2,400.00	1,900.00	600.00	194.28	4,299.89	9,394.17	5,128.43	65	
Franklin	3	3,855.76	1,500.00		201.30	14.88		1,716.18	2,139.58	45	
Fredericktown	3	1,496.71	750.00		52.90	1.12		804.02	692.69	54	Presidential, Oct. 1, 1898.
Fremont	2	15,698.43	2,400.00	2,300.00	699.35	78.59	4,426.06	9,904.00	5,794.43	63	
Galion	2	11,518.46	2,100.00	1,700.00	600.00	42.09	3,329.58	7,771.67	3,746.79	67	
Gallipolis	2	9,231.20	2,000.00	1,400.00	460.00	46.34		3,906.34	5,324.86	42	
Gambier	3	2,783.15	1,200.00		111.00	10.64		1,321.64	1,461.51	47	
Garrettsville	3	3,623.86	1,400.00	120.00	250.48	5.36		1,775.84	1,848.02	49	
Geneva	3	7,084.81	1,800.00	90.00	140.00	18.64		2,048.64	5,036.17	29	
Georgetown	3	4,010.53	1,500.00	300.00	182.61	7.92		1,990.53	2,020.00	50	
Germantown	3	2,578.61	1,100.00		143.44	8.71		1,252.15	1,326.46	49	
Gibsonburg	3	2,589.61	1,200.00		218.38	3.68		1,422.06	1,167.55	55	
Girard	3	2,557.71	1,200.00		180.00	7.36		1,387.36	1,170.35	54	
Glenville	3	2,875.11	1,100.00		174.00	36.16		1,310.16	1,564.95	46	
Granville	3	3,841.55	1,500.00		300.00	7.20		1,807.20	2,034.35	47	
Greenfield	2	12,829.06	2,100.00	1,100.00	318.00	20.09		3,538.09	9,290.97	28	
Greenville	2	11,757.79	2,200.00	1,800.00	650.00	43.12	1,969.96	6,663.08	5,094.71	57	
Hamilton	2	40,086.09	2,900.00	5,989.33	943.75	828.80	10,064.42	20,726.30	19,359.79	52	
Harrison	3	2,618.55	1,100.00	250.00	136.00	4.40		1,490.40	1,128.15	57	
Hicksville	3	4,234.11	1,500.00		209.85	6.00		1,715.85	2,518.26	41	
Hillsboro	2	8,810.91	2,000.00	1,200.00	560.00	24.92		3,784.92	5,025.99	43	
Hudson	3	3,005.96	1,400.00	120.00	195.00	9.36		1,724.36	1,281.60	57	
Huron	3	2,187.87	1,100.00		136.07	2.80		1,238.87	949.00	57	
Ironton	2	11,748.04	2,300.00	2,014.07	499.85	59.64	5,427.86	10,301.42	1,446.62	88	
Jackson	3	7,722.82	1,800.00	70.00	357.00	14.80		2,241.80	5,481.02	29	
Jamestown	3	2,796.65	1,200.00	40.00	75.00	4.16		1,319.16	1,477.49	47	
Jefferson	3	4,291.51	1,500.00	450.00	254.00	10.16		2,214.16	2,077.35	52	
Kent	3	6,003.80	1,700.00	80.00	333.00	27.36		2,140.36	3,863.44	36	
Kenton	2	12,662.15	2,300.00	1,500.00	625.00	41.49	3,519.05	7,985.54	4,676.61	63	
Lancaster	2	13,913.34	2,300.00	1,800.00	465.00	79.56	3,508.26	8,152.82	5,760.52	59	
Lebanon	3	11,886.68	1,800.00	600.00	235.00	26.48		2,661.48	9,225.20	22	
Leetonia	3	4,455.34	1,500.00		302.00	20.88		1,822.88	2,632.46	41	
Leipsic	3	4,896.53	1,400.00	80.00	250.00	10.56		1,740.56	3,155.97	36	

Lima	2	32,664.91	2,541.30	4,187.24		367.70	6,828.55	13,924.79	18,740.12	43	In Government building. Delinquent from July 1 to Aug. 3, 1898.
Lisbon	3	6,807.66	1,800.00	150.00	260.00	23.20		2,233.20	4,574.46	33	
Lockland	3	9,828.59	1,900.00		166.00	12.48		2,078.48	7,750.11	21	
Logan	3	5,038.13	1,600.00	435.00	256.00	20.80		2,311.80	2,726.33	46	
London	3	7,237.68	1,800.00	360.00	410.00	24.32		2,594.32	4,643.36	36	
Lorain	2	14,437.80	2,300.00	1,848.00	600.00	136.34	3,687.44	8,571.78	5,866.02	59	
Loudonville	3	3,192.31	1,400.00		192.00	5.92		1,597.92	1,594.39	50	
Louisville	3	2,584.77	1,000.00		160.00	5.68		1,165.68	1,419.09	45	
McArthur	3	1,011.37	500.00		76.00	1.04		577.04	434.33	57	Presidential, Jan. 1, 1899.
McComb	3	2,278.80	1,100.00	40.00	170.92	3.92		1,314.84	963.96	58	
McConnelsville	3	3,412.54	1,400.00	160.00	220.00	7.36		1,787.36	1,625.18	53	
Madison	3	2,495.94	1,100.00	80.00	195.00	6.24		1,381.24	1,114.70	55	
Manchester	3	2,558.31	1,200.00	150.00	143.10	6.08		1,499.18	1,059.13	59	
Mansfield	1	43,390.06	3,000.00	6,000.00	1,125.00	392.98	7,909.24	18,427.22	24,962.84	42	
Marietta	2	22,781.50	2,600.00	3,105.04	750.00	265.42	5,643.99	12,364.45	10,417.05	54	
Marion	2	24,559.21	2,500.00	2,200.00	675.00	99.55	5,244.30	10,718.85	13,840.36	44	
Martins Ferry	3	5,899.38	1,600.00	40.00	200.00	38.96		1,878.96	4,020.42	32	
Marysville	3	6,746.61	1,800.00	200.00	410.00	13.04		2,423.04	4,323.57	36	
Massillon	2	15,229.07	2,400.00	2,558.69	1,000.00	188.58	4,658.49	10,805.76	4,413.31	71	
Mechanicsburg	3	3,935.54	1,500.00		220.00	8.00		1,728.00	2,207.54	44	
Medina	3	7,750.28	1,900.00	400.00	254.95	12.80		2,567.75	5,182.53	33	
Miamisburg	3	5,817.75	1,700.00		251.25	20.48		1,971.73	3,846.02	34	
Middleport	3	3,533.02	1,500.00		266.00	17.68		1,783.68	1,749.34	50	
Middletown	2	19,708.03	2,600.00	3,700.00	775.00	84.13	4,393.44	11,552.57	8,155.46	59	
Millersburg	3	4,240.63	1,500.00	300.00	254.00	10.64		2,064.64	2,175.99	49	
Minerva	3	2,697.61	1,200.00		169.93	8.40		1,378.33	1,319.28	51	
Monroeville	3	2,291.69	1,100.00	50.00	137.83	3.52		1,291.35	1,000.34	56	
Montpelier	3	2,890.47	1,300.00		194.00	4.64		1,498.64	1,391.83	52	
Mount Gilead	3	5,224.78	1,700.00	200.00	191.90	9.76		2,101.66	3,123.12	40	
Mount Sterling	3	3,052.66	1,300.00		211.00	5.12		1,516.12	1,536.54	50	
Mount Vernon	2	11,317.18	2,200.00	1,600.00	750.00	50.00	2,636.33	7,236.33	4,080.83	64	
Napoleon	3	5,782.29	1,600.00		296.00	14.88		1,910.88	3,871.41	33	
National Military Home	3	4,026.44	1,600.00	100.00		15.20		1,715.20	2,311.24	43	In Government building.
Nelsonville	3	4,235.40	1,500.00	200.00	229.00	14.96		1,943.96	2,291.44	46	
Newark	2	20,286.74	2,500.00	3,146.89	800.00	326.54	7,073.84	13,847.27	6,439.47	68	
New Bremen	3	2,027.12	1,000.00	50.00	132.45	2.48		1,184.93	842.19	58	
New Carlisle	3	3,672.07	1,400.00	30.00	155.00	2.96		1,587.96	2,084.11	43	
New Comerstown	3	3,535.24	1,300.00	200.00	206.50	9.68		1,716.18	1,819.06	49	
New Lexington	3	3,018.82	1,400.00	60.00	233.25	9.84		1,703.09	1,315.73	56	
New London	3	4,057.98	1,500.00	200.00	182.00	10.40		1,892.40	2,165.58	47	
New Philadelphia	2	10,252.53	2,000.00	1,300.00	480.00	34.08		3,814.08	6,438.45	37	
New Richmond	3	2,501.31	1,200.00	200.00	127.78	9.76		1,537.54	963.77	61	
Niles	3	8,184.53	1,900.00	110.09	406.42	40.72		2,457.14	5,727.39	30	
North Amherst	3	1,825.11	1,000.00	60.00	174.00	3.76		1,237.76	587.35	68	
North Baltimore	3	4,390.53	1,600.00	174.72	296.00	12.24		2,082.96	2,307.57	47	
Norwalk	2	15,689.61	2,500.00	2,400.00	750.00	66.12	3,515.69	9,231.81	6,457.80	59	
Oakharbor	3	2,421.19	1,200.00		190.00	4.32		1,394.32	1,026.87	58	
Oberlin	2	13,181.81	2,300.00	1,983.14	650.00	113.44	3,533.58	8,580.16	4,601.65	65	
Orrville	3	4,489.89	1,500.00	150.00	254.00	9.20		1,913.20	2,576.69	43	
Osborn	3	525.78	250.00		26.00	1.04		277.04	248.74	53	Presidential, Apr. 1, 1899.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Ottawa	3	$4,316.50	$1,500.00	$220.00	$204.00	$11.68		$1,935.68	$2,380.82	45	
Oxford	3	7,442.12	1,700.00	200.00	307.81	26.16		2,233.97	5,208.15	30	
Painesville	2	19,131.66	2,500.00	2,000.00	550.00	58.08	$2,666.46	7,774.54	11,357.12	41	
Paulding	3	4,406.09	1,600.00		250.00	9.52		1,859.52	2,546.57	42	
Payne	3	2,180.46	1,000.00		172.75	2.64		1,175.39	1,005.07	54	
Perrysburg	3	2,248.49	1,000.00		136.60	5.28		1,141.88	1,106.61	51	
Piqua	2	23,391.19	2,600.00	3,491.57	1,000.00	94.14	5,314.15	12,499.86	10,891.33	53	
Plain City	3	2,531.39	1,100.00		157.20	3.52		1,260.72	1,270.67	50	
Plymouth	3	3,497.85	1,300.00		214.87	4.56		1,519.43	1,978.42	43	
Pomeroy	3	5,297.50	1,700.00	450.00	254.00	16.40		2,420.40	2,877.10	46	
Port Clinton	3	3,784.23	1,500.00	200.00	222.00	9.20		1,931.20	1,853.03	51	
Portsmouth	2	23,896.10	2,600.00	3,489.55		211.67	7,013.23	13,314.45	10,581.65	56	In Government building.
Prospect	3	2,263.33	1,000.00		163.80	3.36		1,167.16	1,096.17	52	
Ravenna	2	10,342.97	2,200.00	1,200.00	400.00	40.91		3,840.91	6,502.06	37	
Richwood	3	3,358.82	1,400.00		96.12	4.48		1,500.60	1,858.22	45	
Ripley	3	3,964.35	1,500.00	100.00	277.00	10.80		1,887.80	2,076.55	48	
Roseville	3	2,320.92	1,000.00		87.11	4.80		1,091.91	1,229.01	46	
Sabina	3	2,281.51	1,100.00		162.15	5.52		1,267.67	1,013.84	56	
St. Clairsville	3	3,161.70	1,400.00	60.00	150.00	6.64		1,616.64	1,545.06	51	
St Mary	3	7,056.01	1,800.00	90.00	389.55	18.16		2,297.71	4,758.30	33	
St. Paris	3	2,284.89	1,100.00	40.00	165.00	4.64		1,309.64	975.25	57	
Salem	2	17,986.96	2,500.00	2,183.70	700.00	83.86	3,521.92	8,989.48	8,997.48	50	
Salineville	3	2,389.27	1,100.00	100.00	139.27	6.56		1,345.83	1,043.44	56	
Sandusky	2	27,457.36	2,700.00	4,050.00		305.47	7,174.87	14,230.34	13,227.02	52	Do.
Scio	3	5,129.56	1,300.00	180.00	120.00	38.08		1,638.08	3,491.48	32	
Shelby	2	10,241.79	2,100.00	1,726.92	600.00	27.92		4,454.84	5,786.95	43	
Sidney	2	13,059.62	2,400.00	2,080.22	600.00	41.61	2,630.10	7,751.93	5,307.69	59	
South Charleston	3	2,482.31	1,100.00		170.00	5.52		1,275.52	1,206.79	51	
Spencerville	3	2,672.77	1,300.00	40.00	169.00	5.20		1,514.20	1,158.57	57	
Springfield	1	113,338.33	3,400.00	17,777.19		611.93	16,753.14	38,542.26	74,796.07	34	Do.
Steubenville	2	18,806.36	2,500.00	2,800.00	1,000.00	182.80	7,034.09	13,516.89	5,289.47	72	
Tiffin	2	17,688.86	2,500.00	2,300.00	500.00	84.15	6,167.99	11,552.14	6,136.72	65	
Tippecanoe City	3	6,171.24	1,600.00	40.00	240.00	8.16		1,888.16	4,283.08	31	
Toledo	1	300,725.78	3,700.00	45,658.51	1,650.00	2,176.43	73,356.56	126,541.50	174,184.28	42	Do.
Toronto	3	3,797.49	1,400.00		222.98	16.40		1,639.38	2,158.11	43	
Troy	2	13,705.47	2,400.00	2,783.15	600.00	24.40	2,632.35	8,439.90	5,265.57	62	
Uhrichsville	3	5,099.83	1,600.00	120.00	327.20	21.44		2,068.64	3,031.19	41	
Upper Sandusky	3	6,411.16	1,700.00	200.00	244.20	20.16		2,164.36	4,246.80	34	
Urbana	2	14,546.37	2,300.00	1,834.79	500.00	57.91	3,531.49	8,224.19	6,322.18	57	
Vanwert	2	12,274.50	2,300.00	2,175.83	300.00	35.59	2,929.98	7,741.40	4,533.10	63	
Versailles	3	1,196.50	500.00	50.00	38.26	1.84		590.10	606.40	49	Presidential, Jan. 1, 1899.

Wadsworth	3	2,886.64	1,300.00		145.00	6.72		1,451.72	1,434.92	50	
Wapakoneta	3	6,419.40	1,800.00	350.00	351.00	18.80		2,519.80	3,899.60	39	
Warren	2	19,321.75	2,500.00	2,657.88	650.00	246.88	3,370.21	9,424.97	9,896.78	49	
Washington	2	13,165.94	2,300.00	1,900.00	399.56	97.16	2,659.26	7,355.98	5,809.96	56	
Wauseon	3	5,022.74	1,600.00	170.00	380.00	8.56		2,158.56	2,864.18	43	
Waverly	3	3,200.62	1,400.00	200.00	194.00	7.52		1,801.52	1,399.10	56	
Wellington	3	6,252.88	1,700.00	100.00	325.09	11.60		2,136.69	4,116.19	34	
Wellston	3	5,747.24	1,700.00	200.00	300.00	18.24		2,218.24	3,529.00	39	
Wellsville	3	7,164.86	1,900.00	120.00	400.00	54.90		2,474.96	4,689.90	35	
Westerville	3	3,746.07	1,500.00	100.00	214.40	9.84		1,824.24	1,921.83	49	
West Liberty	3	4,409.78	1,500.00	50.00	296.00	5.36		1,851.36	2,558.42	42	
Weston	3	2,244.15	1,100.00		113.00	3.04		1,216.04	1,028.11	54	
West Unity	3	1,316.06	500.00		67.14	1.04		568.18	747.88	43	Do.
Willoughby	3	3,904.70	1,400.00	60.00	233.70	16.16		1,709.86	2,194.84	44	
Wilmington	3	6,860.32	1,800.00	300.00	420.00	20.00		2,540.00	4,320.32	37	
Woodsfield	3	2,869.59	1,100.00	170.00	146.00	6.08		1,422.08	1,447.51	50	
Wooster	2	13,333.53	2,400.00	1,800.00	600.00	71.98	3,502.44	8,374.42	4,959.11	63	
Wyoming	3	3,369.43	1,100.00	60.00	174.00	22.56		1,356.56	2,012.87	40	
Xenia	2	14,049.26	2,300.00	1,900.00	560.00	79.13	3,879.04	8,718.17	5,331.09	62	
Yellow Springs	3	2,445.28	1,200.00		94.00	8.24		1,302.24	1,143.04	53	
Youngstown	1	51,699.31	3,100.00	7,124.79		594.19	18,318.93	29,137.91	22,561.40	56	In Government building.
Zanesville	1	48,920.82	3,100.00	7,118.39	1,708.93	884.42	11,404.28	24,216.02	24,704.80	50	
Total		4,773,308.81	376,016.30	654,452.85	81,551.65	40,545.17	889,556.28	2,042,123.25	2,731,185.56	43	
OKLAHOMA.											
Alva	3	4,004.88	1,300.00	200.00	150.00	4.16		1,654.16	2,350.72	41	
Blackwell	3	4,459.09	1,300.00	80.00	245.00	6.80		1,631.80	2,827.29	37	
Chandler	3	3,520.95	1,200.00	300.00	172.19	2.80		1,674.99	1,845.96	48	
Edmond	3	2,340.08	1,100.00	200.00	174.00	1.68		1,475.68	864.40	63	
Elreno	2	9,793.07	2,000.00	1,400.00	61.00	23.44		3,484.44	6,308.63	36	
Enid	3	7,157.84	1,700.00	1,200.00	53.00	10.64		2,963.64	4,194.20	41	
Guthrie	2	14,379.91	2,400.00	1,950.51	700.00	31.54	3,715.02	8,797.07	5,582.84	61	
Hennessey	3	3,965.86	1,400.00	250.00	179.30	3.20		1,832.50	2,133.36	46	
Kingfisher	3	6,545.76	1,700.00	798.58	49.75	11.68		2,560.01	3,985.75	39	
Medford	3	575.71	275.00	17.50	43.95	1.36		337.81	237.90	59	Presidential, Apr. 1, 1899.
Newkirk	3	4,399.97	1,500.00	140.00	199.64	16.16		1,855.80	2,544.17	42	
Norman	3	5,327.89	1,600.00		222.00	8.08		1,830.08	3,497.81	34	
Oklahoma	2	20,421.41	2,400.00	2,200.00		61.80	2,511.57	7,173.37	13,248.04	35	
Pawnee	3	2,896.81	1,100.00	300.00	171.75			1,571.75	1,325.06	54	
Perry	3	8,366.20	1,800.00	600.00	1.00	18.56		2,419.56	5,946.64	29	
Ponca	3	5,321.86	1,500.00	183.33	129.45	8.64		1,821.42	3,500.44	34	
Pondcreek	3	3,168.79	1,300.00	200.00	165.80	3.20		1,669.00	1,499.79	53	
Shawnee	3	7,726.77	1,700.00	450.00	50.75	13.36		2,214.11	5,512.66	29	
Stillwater	3	4,326.73	1,400.00	220.00	211.80	2.64		1,834.44	2,492.29	42	
Tecumseh	3	2,111.13	1,100.00	240.00	115.85	1.60		1,457.45	653.68	69	
Woodward	3	1,708.72	600.00	100.00	111.50	2.88		814.38	894.34	48	Presidential, Jan. 1, 1899.
Total		122,519.43	30,375.00	11,029.92	3,207.73	234.22	6,226.59	51,073.46	71,445.97	42	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OREGON.											
Albany	3	$8,504.50	$1,900.00	$500.00	$145.83	$18.24		$2,564.07	$5,940.43	30	
Ashland	3	4,984.10	1,500.00	100.00	254.00	5.52		1,859.52	3,124.58	37	
Astoria	2	11,282.69	2,300.00	1,824.00		124.93	$3,584.35	7,833.28	3,449.41	69	In Government building.
Baker City	2	10,984.25	2,100.00	1,100.00	270.02	15.54		3,485.56	7,498.69	32	
Corvallis	3	5,199.81	1,600.00	75.00	331.00	7.76		2,013.76	3,186.05	39	
Dallas	3	2,948.89	1,200.00	110.00	196.00	2.16		1,508.16	1,440.73	51	
Eugene	3	8,735.81	1,900.00	200.00	240.00	16.96		2,356.96	6,378.85	27	
Forestgrove	3	2,907.35	1,200.00	200.00	196.00	4.72		1,600.72	1,306.63	55	
Grants Pass	3	4,945.27	1,600.00	200.00	204.00	4.64		2,008.64	2,936.63	41	
Heppner	3	3,513.09	1,400.00	300.00	220.00	1.76		1,921.76	1,591.33	55	
Hillsboro	3	2,222.79	1,100.00	120.00	166.00	2.72		1,388.72	834.07	62	
Independence	3	2,484.13	997.28	50.00	166.00	2.96		1,216.24	1,267.89	49	Delinquent, July 1, 1898.
Lagrande	3	6,335.33	1,700.00	300.00	304.00	7.12		2,311.12	4,024.21	36	
McMinnville	3	4,711.54	1,500.00	120.00	294.00	4.88		1,918.88	2,792.66	41	
Marshfield	3	3,255.01	1,400.00	90.00	230.00	1.44		1,721.44	1,533.57	53	
Medford	3	3,497.17	1,400.00	60.00	252.00	3.68		1,715.68	1,781.49	49	
Oregon City	3	6,321.28	1,700.00	150.00	356.00	12.24		2,218.24	4,103.04	35	
Pendleton	2	9,433.28	2,000.00	800.00	375.00	16.00		3,191.00	6,242.23	34	
Portland	1	190,189.09	3,500.00	29,414.41	1,000.00	1,393.63	41,376.65	76,684.69	113,504.40	40	In Government building.
Roseburg	3	5,635.39	1,600.00	500.00	331.00	6.24		2,437.24	3,198.15	43	
Salem	2	19,862.83	2,400.00	2,810.00	600.00	183.34	3,497.33	9,490.67	10,372.16	48	
The Dalles	2	9,288.47	2,000.00	1,000.00	600.00	6.40		3,606.40	5,682.07	39	
Union	3	2,867.55	1,200.00	150.00	198.00	1.52		1,549.52	1,318.03	54	
Total		330,109.57	39,197.28	40,173.41	6,928.85	1,844.40	48,458.33	136,602.27	193,507.30	41	
PENNSYLVANIA.											
Allegheny	1	144,853.07	3,400.00	24,227.35	331.81	2,800.79	46,892.55	77,652.50	67,200.57	54	Do.
Allentown	1	46,748.17	2,100.00	6,661.54	2,000.00	759.85	12,484.10	24,005.49	22,742.68	51	
Altoona	1	42,226.72	3,000.00	4,984.42	1,400.00	609.97	13,668.42	23,662.81	18,563.91	56	
Ambler	2	9,641.99	2,200.00	1,200.00	422.51	33.18		3,855.69	5,786.30	40	
Annville	3	2,843.95	1,200.00		190.00	6.88		1,396.88	1,447.07	49	
Apollo	3	5,279.12	1,700.00	150.00	305.55	26.16		2,181.71	3,097.41	41	
Ardmore	3	5,270.07	1,700.00		300.00	54.08		2,054.08	3,215.99	39	
Ashland	3	5,957.35	1,800.00	60.00	383.00	27.92		2,270.92	3,686.43	38	
Athens	3	6,061.90	1,700.00	100.00	358.00	18.64		2,176.64	3,885.26	36	
Austin	3	3,479.94	1,500.00		304.00	6.24		1,810.24	1,669.70	52	
Avondale	3	1,028.30	500.00		42.50	2.48		544.98	483.32	53	Presidential, Jan. 1, 1899.
Bangor	3	5,173.66	1,700.00		254.95	14.96		1,969.91	3,203.75	38	
Beaver	3	5,238.54	1,700.00		354.00	33.92		2,087.92	3,150.62	40	

Beaverfalls	2	15,392.19	2,400.00	3,400.00		159.79	6,012.87	11,972.66	3,419.53	78	In Government building.
Bedford	3	6,648.12	1,800.00	300.00	258.00	25.68		2,383.68	4,264.44	36	
Bellefonte	2	10,160.78	2,100.00	1,500.00	490.00	37.52	3,521.47	7,648.99	2,511.79	75	
Belle Vernon	3	3,590.71	1,300.00		250.00	22.64		1,572.64	2,018.07	44	
Bellwood	3	2,495.57	1,200.00	200.00	196.00	6.32		1,602.32	893.25	64	
Bennett	3	3,209.38	1,300.00		178.00	25.28		1,503.28	1,706.10	47	
Berwick	3	6,633.78	1,700.00	80.00	296.00	17.44		2,093.44	4,540.34	32	
Berwyn	3	3,240.86	1,400.00		180.00	12.32		1,592.32	1,648.54	49	
Bethlehem	2	17,671.64	2,500.00	2,224.00	850.00	137.52	5,290.58	11,002.10	6,669.54	62	
Birdsboro	3	3,250.04	1,200.00		160.15	8.64		1,368.79	1,881.25	42	
Blairsville	3	5,022.72	1,600.00		254.00	24.00		1,878.00	3,144.72	37	
Bloomsburg	2	11,279.88	2,300.00	1,600.00	600.00	51.44	2,136.93	6,688.37	4,591.51	59	
Blossburg	3	2,975.28	1,300.00	200.00	250.00	6.40		1,756.40	1,218.88	59	
Boyerstown	3	2,862.56	1,200.00	60.00	173.68	7.68		1,441.36	1,421.20	50	
Braddock	2	15,020.42	2,300.00	1,900.00	850.00	240.40	3,947.26	9,237.66	5,782.76	62	
Bradford	2	29,950.37	2,700.00	4,510.85	1,416.00	217.49	7,562.32	16,406.66	13,543.71	55	
Bridgeport	3	2,188.60	1,100.00		126.00	11.20		1,237.20	951.40	57	
Bristol	3	7,355.09	1,900.00	250.00	260.00	39.44		2,449.44	4,905.65	33	
Brockwayville	3	2,508.19	1,100.00	100.00	134.34	4.96		1,339.30	1,168.89	53	
Brookville	3	6,879.24	1,800.00	600.00	336.00	24.56		2,760.56	4,118.68	40	
Brownsville	3	4,110.96	1,400.00		233.75	29.76		1,663.51	2,447.45	40	
Bryn Mawr	2	11,791.06	2,200.00	700.00	345.00	154.60		3,399.60	8,391.46	29	
Butler	2	16,675.71	2,400.00	2,800.00	700.00	109.49	4,934.53	10,944.02	5,731.69	66	
California	3	3,221.40	1,300.00		136.35	14.08		1,450.43	1,770.97	45	
Cambridge Springs	3	5,415.58	1,700.00	100.00	244.45	30.80		2,075.25	3,340.33	38	
Canonsburg	3	4,442.98	1,500.00		225.00	25.52		1,750.52	2,692.46	39	
Canton	3	4,219.32	1,500.00	200.00	269.80	9.04		1,978.84	2,240.48	47	
Carbondale	2	12,230.24	2,300.00	1,900.00	750.00	75.24	3,511.82	8,537.06	3,693.18	70	
Carlisle	2	17,956.82	2,500.00	2,400.00	450.00	141.57	4,390.91	9,882.48	8,074.34	55	
Carnegie	3	6,928.10	1,800.00		453.97	64.48		2,318.45	4,609.65	33	
Catasauqua	3	5,595.25	1,700.00	30.00	358.00	23.04		2,111.04	3,484.21	38	
Catawissa	3	2,853.80	1,200.00	200.00	154.00	7.76		1,561.76	1,292.04	55	
Chambersburg	2	17,773.85	2,500.00	1,900.00	700.00	84.63	4,424.63	9,609.26	8,164.59	54	
Charleroi	2	10,031.54	2,000.00	624.17	300 00	36.17		2,960.34	7,071.20	30	
Chester	2	30,859.25	2,700.00	3,857.78		342.92	12,571.97	19,472.67	11,386.58	63	Do.
Chicora	3	2,407.27	1,100.00	165.00	128.80	4.80		1,398.60	1,008.67	58	
Clarion	3	6,416.22	1,700.00	900.00	360.00	13.52		2,973.52	3,442.70	46	
Claysville	3	1,044.40	500.00	110.00	48.22	2.80		661.02	383.38	63	Presidential, Jan. 1, 1899.
Clearfield	2	10,611.13	2,000.00	900.00	300.00	31.12		3,231.12	7,380.01	30	
Coatesville	2	11,033.01	2,000.00	1,092.11	550.00	74.72		3,716.83	7,316.18	34	
Columbia	2	12,230.39	2,300.00	1,600.00	448.10	74.44	4,388.75	8,811.29	3,419.10	72	
Conneautville	3	2,662.21	1,200.00	40.00	198.00	5.68		1,443.68	1,218.53	54	
Connellsville	2	11,766.44	2,300.00	1,400.00	600.00	166.70	2,264.16	6,730.86	5,035.58	57	
Conshohocken	2	8,244.75	2,000.00	300.00	363.58	37.13		2,700.71	5,544.04	33	
Coraopolis	3	4,718.55	1,500.00	50.00	266.00	20.40		1,836.40	2,882.15	39	
Corry	2	11,628.18	2,300.00	1,700.00	600.00	63.88	3,508.97	8,172.85	3,455.33	70	
Coudersport	3	6,115.44	1,700.00	250.00	331.00	8.24		2,289.24	3,826.20	37	
Curwensville	3	4,277.95	1,600.00	600.00	277.00	7.36		2,484.36	1,793.59	58	
Danville	2	10,222.55	2,100.00	1,500.00	590.00	42.00	2,626.53	6,858.53	3,364.02	67	
Darby	3	3,637.63	1,400.00		154.00	19.12		1,573.12	2,064.51	43	
Derry Station	3	2,586.45	1,100.00		191.70	12.00		1,303.70	1,282.75	50	
Downingtown	3	3,806.01	1,300.00	200.00	171.50	10.40		1,681.90	2,124.11	44	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Doylestown	3	$8,279.68	$1,900.00	$712.50	$255.00	$37.76		$2,905.26	$5,374.42	35	
Dubois	2	12,927.87	2,300.00	2,233.61	600.00	55.25	$4,318.01	9,506.87	3,421.00	74	
Dunbar	3	4,215.25	1,400.00		145.00	9.36		1,554.36	2,660.89	37	
Duncannon	3	2,585.82	1,200.00	250.00	108.13	11.36		1,569.49	1,016.33	61	
Dunmore	3	4,902.04	1,500.00		230.00	25.36		1,755.36	3,146.68	36	
Duquesne	3	4,586.75	1,600.00		325.00	31.76		1,956.76	2,629.99	43	
Dushore	3	2,245.02	1,000.00	50.00	178.55	2.96		1,231.51	1,013.51	55	
East Brady	3	3,860.45	1,500.00	100.00	104.00	5.68		1,709.68	2,150.77	44	
East Downingtown	3	3,134.01	1,300.00		187.00	6.00		1,493.00	1,641.61	48	
Easton	1	41,844.36	3,000.00	5,424.45	2,080.31	598.86	13,028.08	24,131.70	17,712.66	58	
East Pittsburg	3	7,002.30	1,500.00		134.00	28.24		1,662.24	5,340.06	24	
East Stroudsburg	3	3,880.29	1,500.00	140.00	176.49	16.16		1,832.65	2,047.64	47	
Ebensburg	3	4,208.61	1,500.00	60.00	400.00	18.08		1,978.08	2,230.53	47	
Eddystone	3	2,377.82	1,400.00		200.00	2.24		1,602.24	775.58	67	
Edinboro	3	3,371.00	1,500.00		169.50	2.88		1,672.38	1,698.62	50	
Eldred	3	2,553.84	1,200.00		153.00	3.28		1,356.28	1,197.56	53	
Elizabethtown	3	3,311.09	1,300.00		113.00	6.80		1,419.80	1,891.29	43	
Elkland	3	2,092.59	1,100.00		196.10	3.04		1,299.14	793.45	62	
Ellwood City	3	5,855.31	1,700.00	300.00	356.67	22.56		2,379.23	3,476.08	41	
Emlenton	3	3,725.16	1,500.00	200.00	83.00	9.12		1,792.12	1,933.04	48	
Emporium	3	3,872.77	1,500.00	150.00	290.00	14.32		1,954.32	1,918.45	50	
Ephrata	3	3,655.04	1,400.00	200.00	213.96	10.80		1,824.76	1,830.28	50	
Erie	1	84,241.10	3,300.00	13,030.27	699.73	797.77	23,141.47	40,969.24	43,271.86	49	In Government building.
Etna	3	2,707.63	1,100.00		101.00	22.00		1,223.00	1,484.63	41	
Evans City	3	2,527.12	1,100.00		107.00	3.92		1,210.92	1,316.20	48	
Everett	3	3,847.18	1,500.00	200.00	229.00	9.28		1,938.28	1,908.90	50	
Ford City	3	808.22	275.00		44.25	4.88		324.13	484.09	40	Presidential, Apr. 1, 1899.
Forest City	3	2,913.19	1,300.00		246.00	3.76		1,549.76	1,363.43	53	
Fort Washington	3	3,235.62	1,100.00		40.00	12.32		1,152.32	2,083.30	36	
Franklin	2	18,829.60	2,500.00	2,100.00	607.69	128.79	4,370.41	9,706.89	9,122.71	52	
Freedom	3	2,268.45	1,100.00		143.00	10.16		1,253.16	1,015.29	55	
Freeland	3	3,524.71	1,500.00		240.00	9.76		1,749.76	1,774.95	50	
Freeport	3	2,895.67	1,300.00		138.66	17.68		1,456.34	1,439.33	50	
Galeton	3	3,613.02	1,400.00	80.00	216.19			1,696.19	1,916.83	47	
Gallitzin	3	2,457.90	1,100.00	20.00	166.00	14.72		1,300.72	1,157.18	53	
Gettysburg	2	8,780.80	2,000.00	898.36	306.98	42.09		3,247.43	5,533.37	37	
Girardsville	3	2,446.77	1,100.00		196.00	17.44		1,313.44	1,133.33	54	
Greencastle	3	2,946.81	1,300.00	80.00	238.00	10.48		1,628.48	1,318.33	55	
Greensburg	2	18,135.42	2,500.00	2,000.00	870.00	135.38	4,501.89	10,007.27	8,128.15	55	
Greenville	2	10,686.63	2,100.00	1,200.00	498.00	43.08		3,841.08	6,845.55	36	
Grove City	3	4,937.73	1,700.00	50.00	217.00	11.12		1,978.12	2,959.61	40	

Hamburg	3	2,704.89	1,300.00	80.00	196.00	14.88		1,590.88	1,114.01	59	
Hanover	2	8,857.52	2,000.00	1,000.00	385.00	30.12		3,415.12	5,442.40	39	
Harrisburg	1	134,018.22	3,300.00	14,402.55	200.00	1,381.32	19,199.62	38,483.49	95,534.73	29	In Government buildin
Hastings	3	2,114.56	1,100.00	60.00	170.96	1.68		1,332.64	781.92	63	
Haverford	2	8,150.72	2,000.00	500.00	296.00	49.02		2,845.02	5,305.70	35	
Hawley	3	2,722.27	1,200.00	70.79	177.17	6.64		1,454.60	1,267.67	53	
Hazleton	2	19,506.42	2,600.00	2,600.00	1,200.00	113.22	5,648.83	12,162.05	7,344.37	62	
Hollidaysburg	3	5,579.50	1,700.00	60.00	297.91	21.20		2,079.11	3,500.39	37	
Homestead	3	8,080.04	1,800.00	166.30	414.41	90.56		2,471.27	5,608.77	31	
Honesdale	2	9,588.78	2,100.00	1,200.00	500.00	30.82		3,830.82	5,757.96	40	
Houtzdale	3	3,202.69	1,300.00		225.95	6.80		1,532.75	1,669.94	48	
Hughesville	3	3,325.61	1,400.00		138.00	4.40		1,542.40	1,783.21	46	
Hummelstown	3	2,600.09	1,200.00		115.00	10.96		1,325.96	1,274.13	51	
Huntingdon	2	16,536.37	2,500.00	1,800.00	600.00	92.03	2,648.17	7,635.20	8,901.17	46	
Indiana	2	10,073.25	2,200.00	1,602.17	500.00	98.76	2,355.37	6,756.30	3,316.95	67	
Irwin	3	6,069.40	1,700.00	100.00	460.00	28.48		2,288.48	3,780.92	38	
Jeannette	3	6,968.93	1,800.00		355.82	48.32		2,204.14	4,764.79	32	
Jenkintown	3	6,068.32	1,800.00		300.00	42.84		2,142.84	3,925.48	35	
Jermyn	3	2,115.58	1,000.00		125.72	7.92		1,133.64	981.94	53	
Jersey Shore	3	4,043.95	1,600.00		214.00	11.20		1,825.20	2,218.75	45	
Johnsonburg	3	4,734.83	1,500.00		249.00	17.44		1,766.44	2,968.39	37	
Johnstown	2	35,470.68	2,800.00	3,050.00	900.00	431.20	10,760.71	17,941.91	17,528.77	51	
Kane	2	9,730.13	2,000.00	900.00	475.00	28.87		3,403.87	6,326.26	35	
Kennett Square	3	5,192.22	1,700.00	500.00	304.30	11.28		2,515.58	2,676.64	48	
Kingston	3	4,072.29	1,500.00		245.70	20.72		1,766.42	2,305.87	43	
Kittanning	2	10,571.16	2,200.00	1,591.67	550.00	54.35	2,241.05	6,637.07	3,934.09	63	
Kutztown	3	3,473.13	1,400.00	200.00	219.49	5.84		1,825.33	1,647.80	53	
Lancaster	1	70,371.62	3,200.00	9,611.59		884.48	13,133.26	26,829.33	43,542.29	38	Do.
Lansdale	3	5,273.87	1,700.00	350.00	222.61	23.76		2,296.37	2,977.50	44	
Lansdowne	3	9,915.18	1,800.00		300.00	49.44		2,149.44	7,765.74	22	
Lansford	3	3,025.03	1,400.00		147.00	12.08		1,559.08	1,465.95	52	
Latrobe	3	8,490.15	1,900.00	391.00	350.00	43.76		2,684.76	5,805.39	32	
Lebanon	2	23,805.24	2,600.00	2,800.00	900.00	97.08	6,620.37	13,017.45	10,787.79	55	
Leechburg	3	4,470.19	1,500.00	137.50	274.00	19.12		1,930.62	2,539.57	43	
Lehighton	3	4,910.16	1,500.00	100.00	290.00	14.24		1,904.24	3,005.92	39	
Lewisburg	2	9,140.92	2,100.00	1,100.00	360.00	38.44		3,598.44	5,542.48	39	
Lewistown	3	11,161.61	1,900.00	375.00	459.70	27.44		2,762.14	8,399.47	25	
Libonia	3	7,029.24	1,900.00		124.00	1.04		2,025.04	5,004.20	29	
Ligonier	3	2,273.24	1,100.00		113.77	4.80		1,218.57	1,054.67	54	
Lititz	3	2,733.63	1,200.00	150.00	120.00	8.08		1,478.08	1,255.55	54	
Littlestown	3	2,373.63	983.52		167.80	6.00		1,157.32	1,216.31	49	Delinquent from Apr. 1 t 6, 1899.
Lockhaven	2	14,821.97	2,400.00	2,100.00	780.00	78.32	3,518.13	8,876.45	5,945.52	60	
Luzerne	3	3,262.53	1,100.00	50.00	164.00	6.40		1,320.40	1,942.13	40	
Lykens	3	2,618.22	1,200.00		139.80	5.84		1,345.64	1,272.58	51	
McDonald	3	4,152.93	1,600.00	60.00	250.15	19.92		1,930.07	2,222.86	46	
McKeesport	2	25,581.48	2,700.00	3,500.00	1,200.00	455.87	10,821.57	18,677.44	6,904.04	73	
McKees Rocks	3	4,033.88	1,400.00		168.52	40.48		1,609.00	2,424.88	40	
Mahanoy City	2	10,031.72	2,100.00	1,500.00	438.84	45.28	3,315.66	7,399.28	2,632.44	74	
Manheim	3	2,676.62	1,200.00	120.00	175.00	5.76		1,500.76	1,175.86	56	
Mansfield	3	4,520.01	1,600.00	199.77	294.00	8.56		2,102.33	2,417.68	47	
Marietta	3	5,159.61	1,700.00	130.00	243.99	17.60		2,091.59	3,068.02	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.	
PENNSYLVANIA—cont'd.												
Marionville	3	$2,428.62	$1,100.00		$110.00	$2.72		$1,212.72	$1,215.90	50		
Manchchunk	3	7,579.85	1,900.00	$300.00	345.00	31.20		2,576.20	5,003.65	34		
Meadville	2	27,165.09	2,700.00	4,332.76	1,500.00	413.86	$5,404.57	14,351.19	12,813.90	53		
Mechanicsburg	2	8,702.68	2,000.00	1,300.00	400.00	31.24		3,731.24	4,971.44	43		
Media	2	10,502.36	2,100.00	1,700.00	600.00	58.96	2,644.61	7,103.57	3,398.79	68		
Mercer	3	5,176.79	1,700.00		400.00	240.00	17.68		2,357.68	2,819.11	46	
Mercersburg	3	3,087.05	1,300.00		100.00	157.55	4.72		1,562.27	1,524.78	51	
Meyersdale	3	4,027.07	1,500.00		283.15	225.00	13.44		2,021.59	2,005.48	50	
Middletown	3	9,719.85	1,800.00			335.00	49.76		2,184.76	7,535.09	22	
Mifflinburg	3	2,978.37	1,300.00		120.00	180.00	4.88		1,604.88	1,373.49	54	
Mifflintown	3	2,694.61	1,200.00		150.00	188.00	7.68		1,545.68	1,148.93	57	
Milford	3	2,695.44	1,100.00		155.68	78.00	19.20		1,352.28	1,343.16	50	
Millersburg	3	3,662.63	1,500.00		210.00	166.12	8.56		1,884.68	1,777.95	51	
Millersville	3	1,782.07	825.00		90.00	65.25	6.24		986 49	795.58	55	Presidential, Oct. 1, 1898.
Milton	2	12,289.80	2,300.00		1,500.00	600.00	39.18	1,960.20	6,399.38	5,890.42	52	
Minersville	3	3,948.13	1,500.00		399.72	253.87	12.72		2,166.31	1,781.82	55	
Monaca	3	553.82	250.00		10.00	37.50	3.36		300.86	252.96	54	
Monongahela	3	5,300.66	1,600.00		50.00	347.00	38.56		2,035.56	3,265.10	38	
Montgomery	3	2,229.94	1,100.00			165.66	3.84		1,269.50	960.44	57	
Montoursville	3	2,798.20	1,100.00		30.00	120.00	2.88		1,252.88	1,545.32	45	
Montrose	3	5,490.72	1,700.00		450.00	283.00	14.40		2,447.40	3,043.32	45	
Mount Carmel	2	7,911.42	2,000.00		1,000.00	416.00	29.60		3,445.60	4,465.82	44	
Mount Jewett	3	2,479.35	1,100.00		40.00	173.00	3.04		1,316.04	1,163.31	53	
Mount Joy	3	3,107.38	1,400.00			143.42	10.08		1,553.50	1,553.88	50	
Mount Pleasant	3	6,277.76	1,700.00		150.00	294.10	28.32		2,172.42	4,105.34	35	
Muncy	3	4,606.91	1,500.00		91.58	280.00	9.36		1,880.94	2,725.97	41	
Myerstown	3	2,501.95	1,200.00			196.00	7.12		1,403.12	1,098.83	56	
Nanticoke	3	4,841.05	1,600.00		110.00	331.00	15.84		2,056.84	2,784.81	42	
Natrona	3	2,216.63	1,000.00			66.70	11.04		1,077.74	1,138.89	49	
Nazareth	3	2,882.78	1,300.00		80.00	166.00	8.24		1,504.24	1,378.54	52	
New Bethlehem	3	3,314.38	1,200.00		200.00	239.10	6.32		1,645.42	1,668.96	50	
New Bloomfield	3	2,183.45	1,000.00			108.00	4.72		1,112.72	1,070.73	51	
New Brighton	2	9,212.93	2,000.00		700.00	500.00	63.86		3,263.86	5,949.07	35	
Newcastle	2	30,268.82	2,700.00		3,408.15	925.00	305.88	9,011.31	16,350.34	13,918.48	54	
New Kensington	3	5,498.67	1,700.00			105.00	42.80		1,847.80	3,650.87	34	
Newport	3	3,806.17	1,500.00		240.00	128.51	9.92		1,878.43	1,927.74	49	
Newtown	3	3,379.56	1,400.00			200.00	11.52		1,611.52	1,768.04	48	
Newville	3	3,845.71	1,400.00		300.00	106.38	6.08		1,812.46	1,533.25	54	
New Wilmington	3	2,403.08	1,100.00			117.00	6.88		1,223.88	1,179.20	51	
Norristown	2	26,487.50	2,700.00		3,100.00	1,000.00	402.66	6,928.53	14,131.19	12,356.31	53	
North Clarendon	3	2,445.23	1,200.00		40.00	161.00	2.16		1,403.16	1,042.07	57	

Northeast	3	6,414.08	1,800.00	200.00	289.22	16.56		2,305.78	4,108.30	36	
Northumberland	3	3,299.40	1,400.00		198.00	10.64		1,608.64	1,690.76	49	
North Wales	3	3,991.70	1,100.00	30.00	110.00	9.24		1,249.24	2,742.46	31	
Ogontz	3	2,819.84	1,100.00	40.00	192.83	18.16		1,350.99	1,468.85	48	
Oil City	2	32,351.30	2,800.00	4,400.00	1,350.00	304.02	6,157.37	15,011.39	17,339.91	46	
Olyphant	3	3,053.47	1,400.00	130.00	232.00	12.00		1,774.00	1,279.47	58	
Orwigsburg	3	3,243.21	1,300.00		140.90	4.00		1,444.90	1,798.31	45	
Osceola Mills	3	2,828.84	1,400.00	240.00	240.00	4.08		1,884.08	944.76	67	
Overbrook	3	3,731.04	1,300.00		200.00	26.00		1,526.00	2,205.04	41	
Oxford	3	4,979.64	1,600.00	250.00	235.85	12.24		2,098.09	2,881.55	42	
Palmyra	3	1,590.80	500.00		48.75	2.16		550.91	1,039.89	35	Presidential, Jan. 1. 1899.
Parkers Landing	3	3,246.98	1,200.00	83.16	128.00	13.84		1,425.00	1,821.98	44	
Parkesburg	3	3,254.00	1,500.00	100.00	146.03	10.64		1,756.67	1,497.33	54	
Patton	3	3,660.63	1,400.00		170.00	5.60		1,575.60	2,085.03	43	
Peckville	3	2,212.32	1,100.00		150.07	6.64		1,256.71	955.61	57	
Pen Argyl	3	2,456.44	1,100.00		170.97	5.28		1,276.25	1,180.19	52	
Philadelphia	1	3,143,929.91	6,000.00	594,615.05	43,333.76	41,424.95	860,467.22	1,545,840.98	1,598,088.93	49	In Government building.
Philipsburg	2	10,031.30	2,300.00	1,100.00	400.00	24.00		3,824.00	6,207.30	38	
Phœnixville	2	9,783.37	2,100.00	1,663.91	600.00	167.44	2,012.75	6,544.10	3,239.27	67	
Pittsburg	1	835,671.42	6,000.00	131,457.85	3,200.00	10,726.79	178,676.14	330,060.78	505,610.64	39	Do.
Pittston	2	16,239.57	2,500.00	3,016.03	780.00	103.54	6,791.87	13,191.44	3,048.13	81	
Plymouth	3	6,576.64	1,800.00	60.00	430.00	26.80		2,316.80	4,259.84	35	
Port Allegany	3	3,654.24	1,400.00	70.00	187.00	6.40		1,663.40	1,990.84	46	
Pottstown	2	14,151.73	2,500.00	2,000.00	800.00	90.07	4,408.95	9,799.02	4,352.71	69	
Pottsville	2	29,115.80	2,700.00	3,446.70	894.23	257.60	8,801.74	16,100.27	13,015.53	55	
Punxsutawney	3	7,427.59	1,800.00	600.00	358.00	22.48		2,780.48	4,647.11	37	
Quakertown	3	1,207.48	500.00	75.00	70.00	7.44		652.44	555.04	54	Presidential, Jan. 1, 1899.
Rankin Station	3	729.50	275.00		33.94	2.72		311.66	417.84	43	Presidential, Apr. 1, 1899.
Reading	1	94,896.80	3,300.00	13,500.00		717.89	34,042.90	51,560.79	43,336.01	54	In Government building.
Renovo	3	5,034.51	1,600.00		331.00	20.56		1,951.56	3,082.95	39	
Reynoldsville	3	4,715.25	1,600.00	200.00	250.61	12.00		2,062.61	2,652.64	44	
Richland Center	3	3,172.21	1,200.00	50.00	123.15	6.80		1,379.95	1,792.26	44	
Ridgway	2	10,099.03	2,100.00	800.00	600.00	40.66		3,540.66	6,558.37	35	
Rochester	3	7,901.63	1,900.00	140.00	242.00	54.24		2,336.24	5,565.39	30	
Rosemont	3	2,134.18	1,100.00		133 15	29.52		1,262.67	871.51	59	
Royersford	3	8,680.83	1,800.00		276.00	20.40		2,096.40	6,584.43	24	
St. Clair	3	2,345.46	1,100.00		154.00	5.44		1,259.44	1,086.02	54	
St. Marys	3	5,553.83	1,600.00	100.00	278.00	18.64		1,996.64	3,557.19	36	
Saltsburg	3	4,132.77	1,500.00		121.05	12.08		1,633.13	2,499.64	40	
Sandylake	3	1,482.45	750.00	75.00	112.50	2.48		939.98	542.47	63	Presidential, Oct. 1, 1898.
Sayre	3	6,281.23	1,700.00	80.00	254.00	22.80		2,056.80	4,224.43	33	
Schuylkill Haven	3	3,048.45	1,300.00		188.00	11.68		1,499.68	1,548.77	49	
Scottdale	3	7,028.46	1,800.00		359.90	39.04		2,198.94	4,829.52	31	
Scranton	1	143,738.58	3,400.00	17,371.44		1,131.37	39,513.26	61,416.07	82,322.51	43	In Government building.
Selinsgrove	3	3,444.83	1,300.00	300.00	202.89	6.64		1,809.53	1,635.30	53	
Sewickley	3	6,449.83	1,700.00	176.34	300.00	66.96		2,243.30	4,206.53	35	
Shamokin	2	15,358.78	2,400.00	2,400.00	614.30	67.99	5,141.38	10,623.67	4,735.11	69	
Sharon	2	13,219.20	2,400.00	1,500.00	600.00	138.87	3,529.14	8,168.01	5,051.19	62	
Sharpsburg	3	4,868.29	1,600.00		256.00	47.52		1,903.52	2,964.77	39	
Sharpsville	3	3,059.28	1,200.00		144.00	12.80		1,356.80	1,702.48	44	
Sheffield	3	3,076.60	1,300.00	120.00	215.82	2.88		1,638.70	1,437.90	53	
Shenandoah	2	9,971.03	2,100.00	1,600.00	600.00	12.00	4,331.58	8,643.58	1,327.45	37	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Shippensburg	3	$7,024.10	$1,900.00	$600.00	$410.00	$20.48		$2,930.48	$4,093.62	42	
Slatington	3	5,654.23	1,800.00	100.00	234.00	13.68		2,147.68	3,506.55	38	
Slipperyrock	3	2,212.74	1,100.00	40.00	64.00	6.80		1,210.80	1,001.94	55	
Smethport	3	3,671.12	1,400.00	30.00	187.56	11.20		1,628.76	2,042.36	44	
Somerset	3	6,049.77	1,700.00	600.00	228.00	16.96		2,544.96	3,504.81	42	
South Bethlehem	2	19,968.77	2,500.00	2,100.00	639.03	156.15	$5,310.14	10,705.32	9,263.45	54	
Spring City	3	3,403.99	1,400.00		208.00	10.40		1,618.40	1,785.59	48	
State College	3	3,975.49	1,500.00	30.00	225.00	6.64		1,761.64	2,213.85	44	
Steelton	2	10,623.16	2,000.00	1,000.00	486.79	49.20		3,535.99	7,087.17	33	
Stroudsburg	3	6,865.18	1,700.00	200.00	280.00	28.72		2,208.72	4,656.46	32	
Sunbury	2	10,774.77	2,200.00	1,400.00	537.00	99.13	2,895.37	7,131.50	3,643.27	66	
Susquehanna	3	6,266.63	1,700.00	400.00	358.00	19.20		2,477.20	3,789.43	40	
Swarthmore	3	3,592.81	1,300.00		178.00	23.60		1,501.60	2,091.21	42	
Tamaqua	3	6,481.55	1,700.00	120.00	294.00	26.72		2,140.72	4,340.83	33	
Tarentum	3	4,772.98	1,600.00		201.53	38.40		1,839.93	2,933.05	39	
Tidioute	3	4,257.18	1,600.00	200.00	258.18	6.80		2,064.98	2,192.20	49	
Tionesta	3	2,241.56	1,100.00	200.00	126.00	5.54		1,431.54	810.02	64	
Titusville	2	17,725.74	2,500.00	2,200.00	750.00	91.54	4,378.56	9,920.10	7,805.64	56	
Towanda	2	11,021.88	2,200.00	1,700.00	500.00	38.41	2,638.21	7,076.62	3,945.26	64	
Troy	3	4,381.70	1,500.00	200.00	304.00	8.24		2,012.24	2,369.46	46	
Tunkhannock	3	4,555.86	1,600.00	200.00	249.60	12.00		2,061.60	2,494.26	45	
Turtlecreek	3	3,332.55	1,300.00	40.00	116.00	18.88		1,474.88	1,857.67	44	
Tyrone	2	14,038.84	2,700.00	3,296.83	800.00	920.33	4,350.10	12,067.26	1,971.58	86	
Union City	3	8,276.12	1,900.00	200.00	308.00	13.04		2,421.04	5,855.08	29	
Uniontown	2	13,411.91	2,400.00	1,601.75	500.00	115.63	3,445.39	8,062.77	5,349.14	60	
Vandergrift	3	4,033.15	975.00		187.50	21.92		1,184.42	2,848.73	29	Presidential, Oct. 1, 1898.
Verona	3	2,826.79	1,200.00	30.00	142.82	14.88		1,387.70	1,439.09	49	
Warren	2	34,262.48	2,800.00	3,600.00	1,000.00	180.22	4,378.48	11,958.70	22,303.78	35	
Washington	2	23,559.49	2,600.00	3,300.00	625.00	338.83	6,168.65	13,032.48	10,527.01	55	
Watsontown	3	3,415.84	1,500.00	200.00	200.00	14.88		1,914.88	1,500.96	56	
Wayne	2	12,342.84	2,000.00	800.00	480.00	71.39		3,351.39	8,991.45	27	
Waynesboro	2	13,404.83	2,300.00	1,387.77	500.00	27.93	1,250.05	5,465.75	7,939.08	41	
Waynesburg	3	6,096.27	1,700.00	500.00	258.00	18.56		2,476.56	3,619.71	41	
Weatherly	3	2,554.13	1,100.00		177.00	6.08		1,283.08	1,271.05	50	
Wellsboro	3	7,746.14	1,900.00	300.00	360.00	14.08		2,574.08	5,172.06	33	
West Chester	2	33,351.47	2,700.00	3,932.87	1,050.00	263.90	4,404.29	12,351.06	21,000.41	37	
Westfield	3	2,515.50	1,100.00	250.00	196.00	6.18		1,552.18	963.32	62	
Westgrove	2	13,608.15	2,300.00	1,300.00	220.00	8.56		3,828.56	9,779.59	28	
West Newton	3	5,279.00	1,600.00	40.00	219.12	21.92		1,881.04	3,397.96	36	
Whitehaven	3	2,639.35	1,200.00	100.00	166.00	8.48		1,474.48	1,164.87	56	
Wilkesbarre	1	72,584.64	3,200.00	11,021.18	2,000.00	1,223.68	21,418.33	38,863.19	33,721.45	54	

Williamsport	1	59,988.34	3,100.00	8,000.00		533.64	13,681.98	25,315.62	34,672.72	42	In Government building
Williamstown	3	2,269.05	1,100.00		$176.05	5.04		1,281.09	987.96	56	
Wilmerding	3	8,333.08	1,600.00	30.00	333.00	25.84		1,988.84	6,344.24	24	
Wrightsville	3	2,731.49	1,400.00		194.00	12.16		1,606.16	1,125.33	59	
Wyncote	3	4,488.40	1,200.00		186.00	22.64		1,408.64	3,079.76	31	
Wyoming	3	1,496.59	750.00		61.28	4.80		816.08	680.51	55	Presidential, Oct. 1, 1896
York	1	54,155.02	3,100.00	6,799.63	200.00	424.84	11,386.04	21,910.51	32,244.51	40	In Government building
Total		6,946,941.61	511,383.52	1,022,895.70	145,177.57	76,631.61	1,539,285.48	3,295,373.88	3,651,567.73	47	
RHODE ISLAND.											
Bristol	2	9,839.33	2,000.00	900.00		73.27		2,973.27	6,866.06	30	Do.
Central Falls	3	9,637.47	1,900.00		254.38	47.12	5,270.76	7,472.26	2,165.21	78	
East Greenwich	3	6,088.88	1,700.00		275.00	33.52		2,008.52	4,080.36	33	
East Providence	3	4,789.69	1,600.00	120.00	298.00	47.68	337.44	2,403.12	2,386.57	50	
Lonsdale	3	2,797.58	1,300.00		81.30	13.84		1,395.14	1,402.44	50	
Narragansett Pier	3	5,353.13	1,600.00	390.00	858.00	73.36		2,421.36	2,931.77	45	
Newport	1	47,365.11	3,100.00	7,400.00		733.18	12,938.11	24,171.29	23,193.82	51	Do.
Olneyville	2	11,447.59	2,300.00	1,500.00	950.00	80.68	2,483.61	7,314.29	4,133.30	64	
Pascoag	3	2,538.58	1,100.00		146.00	10.16		1,256.16	1,282.42	49	
Pawtucket	1	51,434.28	3,100.00	7,571.73		611.90	16,208.82	27,492.46	23,941.82	53	Do.
Providence	1	344,193.49	3,800.00	48,405.12	1,025.00	4,247.54	76,002.50	133,480.16	210,713.33	39	Do.
Riverpoint	3	2,151.10	1,000.00		174.00	7.92		1,181.92	969.18	55	
Wakefield	3	3,198.11	1,400.00	100.00	200.00	14.64		1,714.64	1,483.47	54	
Warren	3	3,852.72	1,500.00		294.00	21.76		1,815.76	2,036.96	47	
Westerly	2	14,510.51	2,400.00	1,983.15	921.83	1.89	4,336.03	9,642.90	4,867.61	66	
Wickford	3	1,151.22	825.00		138.75	7.12		970.87	180.35	84	Presidential, Oct. 1, 1898
Woonsocket	2	22,843.89	2,600.00	8,400.00	1,000.00	542.66	10,854.60	18,397.26	4,446.63	81	
Total		543,192.68	33,225.00	71,770.00	6,116.26	6,568.24	128,431.88	246,111.38	297,081.30	45	
SOUTH CAROLINA.											
Abbeville	3	4,018.65	1,500.00		175.00	11.04		1,686.04	2,332.61	42	
Aiken	3	5,237.64	1,700.00	120.00	306.49	31.20		2,157.69	3,079.95	42	
Anderson	3	7,249.77	1,900.00	350.00	360.00	18.64		2,628.64	4,621.13	36	
Bamberg	3	1,201.47	600.00	10.00	85.00	1.60		696.60	504.87	58	Presidential, Jan. 1, 1899.
Barnwell	3	2,711.82	1,200.00	60.00	79.50	5.92		1,345.42	1,366.40	50	
Beaufort	3	4,332.45	1,500.00	80.00	220.93	8.72		1,209.65	2,522.80	42	
Bennettsville	3	3,186.35	1,500.00	100.00	190.00	4.64		1,794.64	1,391.71	56	
Camden	3	3,791.62	1,500.00	60.00	251.00	11.78		1,822.78	1,968.84	48	
Charleston	1	82,441.38	3,300.00	13,752.95		805.57	21,967.09	39,826.21	42,615.17	48	In Government building
Chester	3	4,736.28	1,600.00	200.00	284.13	16.34		2,100.47	2,635.81	44	
Clinton	3	3,061.52	1,300.00	40.00	168.70	4.72		1,513.42	1,548.10	49	
Columbia	2	32,974.09	2,700.00	4,412.00		317.06	7,768.46	15,197.52	17,776.57	46	Do.
Darlington	3	4,343.37	1,500.00	49.98	199.62	11.44		1,761.04	2,582.33	41	
Edgefield	3	2,165.44	1,000.00	150.00	109.00	3.36		1,262.36	903.08	58	
Florence	3	4,475.84	1,600.00	240.00	294.00	17.84		2,151.84	2,324.00	48	
Gaffney	3	3,732.34	1,400.00	160.00	221.10	15.92		1,797.02	1,955.32	48	
Georgetown	3	4,429.33	1,500.00	250.00	270.61	11.84		2,032.45	2,396.88	46	
Greenville	2	22,429.66	2,400.00	2,074.73		163.72	4,415.94	9,054.39	13,375.27	40	Do

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
SOUTH CAROLINA—continued.											
Greenwood	3	$5,203.90	$1,600.00	$129.96	$210.00	$8.80		$1,948.76	$3,255.14	37	
Lancaster	3	2,847.65	1,200.00	60.00	136.20	7.60		1,403.80	1,443.85	49	
Laurens	3	4,110.69	1,500.00	200.00	230.00	10.80		1,940.80	2,169.89	47	
Marion	3	2,902.69	1,300.00	150.00	175.00	6.24		1,631.24	1,271.45	56	
Newberry	3	8,545.01	1,700.00	283.15	298.00	11.44		2,292.59	6,252.42	27	
Orangeburg	3	5,487.71	1,700.00	470.00	331.00	18.64		2,519.64	2,968.07	46	
Pelzer	3	2,743.77	1,200.00		103.40	9.44		1,312.84	1,430.93	48	
Rockhill	3	7,245.14	1,800.00	40.00	358.00	21.36		2,219.36	5,025.78	31	
Spartanburg	2	13,858.68	2,400.00	2,300.00	710.00	74.94	$2,710.44	8,195.38	5,663.30	59	
Summerville	3	4,794.68	1,400.00		205.00	26.72		1,631.72	3,162.96	34	
Sumter	3	7,697.34	1,900.00	300.00	420.00	26.00		2,646.00	5,051.34	34	
Union	3	4,099.04	1,500.00	250.00	165.00	18.08		1,933.08	2,165.96	47	
Winnsboro	3	3,075.95	1,300.00	50.00	121.00	7.20		1,478.20	1,597.75	48	
Yorkville	3	3,029.37	1,400.00	140.00	156.25	8.48		1,704.73	1,324.64	56	
Total		272,180.64	51,600.00	26,482.77	6,833.93	1,717.09	36,862.53	123,496.32	148,684.32	45	
SOUTH DAKOTA.											
Aberdeen	2	15,637.53	2,400.00	2,300.00	475.00	19.20	2,629.41	7,823.61	7,813.92	50	
Alexandria	3	1,725.80	750.00		123.25	.40		873.65	852.15	51	Presidential, Oct. 1, 1898.
Armour	3	3,809.78	1,400.00	200.00	184.68	1.92		1,786.60	2,023.18	47	
Beresford	3	2,874.73	1,200.00		193.52	1.20		1,394.72	1,480.01	49	
Bowdle	3	1,175.79	550.00	90.00	76.60			716.60	459.19	61	Presidential, Jan. 1, 1899.
Britton	3	2,495.25	1,100.00	60.00	154.02	.80		1,314.82	1,180.43	53	
Brookings	3	5,646.19	1,600.00	160.00	296.00	3.76		2,059.76	3,586.43	36	
Canton	3	4,754.23	1,500.00	100.00	304.00	5.21		1,909.21	2,845.02	40	
Centerville	3	2,832.87	1,300.00	20.00	190.00	2.17		1,512.17	1,320.70	53	
Chamberlain	3	3,025.82	1,200.00	275.00	348.00	3.76		1,826.76	1,199.07	60	
Custer	3	2,103.29	1,000.00		174.00	1.76		1,175.76	927.53	56	
Deadwood	2	11,508.42	2,300.00	1,400.00	660.00	53.05	1,464.29	5,877.34	5,631.08	51	
Dell Rapids	3	3,481.91	1,400.00		194.00	2.72		1,596.72	1,885.19	46	
Deamet	3	2,978.15	1,100.00		174.00	.80		1,274.80	1,703.35	43	
Edgemont	3	1,986.16	1,000.00		174.00	1.60		1,175.60	810.56	59	
Elkpoint	3	3,268.69	1,300.00	130.00	223.00	4.40		1,657.40	1,611.29	51	
Elkton	3	2,077.18	1,000.00		106.75			1,106.75	970.43	53	
Eureka	3	2,711.68	1,300.00	250.00	223.00	2.56		1,775.56	936.12	65	
Flandreau	3	3,627.28	1,300.00	50.00	213.30	4.08		1,567.38	2,059.90	43	
Groton	3	2,487.85	1,200.00	50.00	217.00	.64		1,467.64	1,020.21	59	
Hot Springs	3	3,570.22	1,500.00	90.00	247.92	4.32		1,842.24	1,727.98	52	

Howard	3	2,407.46	1,100.00		143.63	.56		1,244.19	1,163.27	52	
Huron	3	10,406.22	1,900.00	750.00	460.00	9.68		3,119.68	7,286.54	30	
Lead	2	8,707.93	2,000.00	1,100.00	460.00	9.72		3,569.72	5,138.21	41	
Madison	3	6,504.38	1,800.00	120.00	298.00	5.68		2,223.68	4,280.70	34	
Millbank	3	3,944.43	1,500.00	200.00	234.00	3.04		1,937.04	2,007.39	49	
Miller	3	2,387.79	1,100.00	250.00	166.00	.88		1,516.88	870.91	63	
Mitchell	2	8,897.90	2,000.00	1,500.00	379.81	11.47	1,752.46	5,643.74	3,254.16	63	
Parker	3	3,124.54	1,400.00	100.00	249.98	1.68		1,751.66	1,372.88	56	
Pierre	3	6,300.11	1,900.00	645.79	339.99	7.36		2,893.14	3,406.97	46	
Plankinton	3	3,030.48	1,100.00		248.15	2.00		1,350.15	1,680.33	45	
Rapid City	3	4,533.02	1,600.00	300.00	237.98	4.24		2,142.22	2,390.80	47	
Redfield	3	4,004.76	1,500.00	195.45	294.00	4.96		1,994.41	2,010.35	50	
Scotland	3	2,877.05	1,200.00	120.00	232.00	2.80		1,554.80	1,322.25	54	
Sioux Falls	2	28,727.03	2,700.00	4,100.00		357.16	6,402.52	13,559.68	15,167.35	47	In Government building.
Spearfish	3	2,590.77	1,100.00	100.00	175.00	1.68		1,376.68	1,214.09	53	
Sturgis	3	2,800.55	1,300.00	80.00	223.00	2.48		1,605.48	1,195.07	57	
Tyndall	3	2,522.75	1,100.00		196.00	2.88		1,298.88	1,223.87	52	
Vermilion	3	5,262.61	1,600.00	250.00	331.00	6.08		2,187.08	3,075.53	42	
Watertown	2	10,195.35	2,200.00	1,594.29	500.00	.54		4,294.83	5,900.52	42	
Webster	3	4,018.55	1,500.00	80.00	276.99	1.76		1,858.75	2,159.80	46	
Woonsocket	3	2,508.65	1,100.00	200.00	196.00	1.28		1,497.28	1,011.37	60	
Yankton	2	10,712.70	2,100.00	1,700.00	600.00	20.12	2,623.82	7,043.94	3,668.76	65	
Total		220,243.86	62,200.00	18,560.53	11,193.57	572.40	14,872.50	107,399.00	112,844.86	49	
TENNESSEE.											
Athens	3	3,469.16	1,500.00	350.00	202.00	12.64		2,064.64	1,404.52	60	
Bolivar	3	1,212.13	550.00	50.00	27.65	.64		628.29	583.84	52	Presidential, Jan. 1, 1899.
Bristol	2	13,777.38	2,300.00	2,800.00	600.00	56.64	3,539.77	9,296.41	4,480.97	67	
Brownsville	3	4,087.94	1,500.00	300.00	94.35	7.20		1,901.55	2,186.39	47	
Chattanooga	1	124,808.10	3,300.00	16,144.00	337.50	960.57	17,815.83	38,557.90	86,250.20	31	In Government building.
Clarksville	2	12,855.09	2,300.00	1,900.00	177.17	71.49	3,320.58	7,769.24	5,085.85	60	
Cleveland	3	5,194.42	1,600.00	270.00	268.25	23.44		2,161.69	3,032.73	42	
Columbia	2	11,026.60	2,200.00	1,910.54	475.00	40.19	1,079.20	5,704.93	5,321.67	52	
Covington	3	3,399.84	1,400.00	200.00	150.00	6.40		1,756.40	1,643.44	52	
Dayton	3	2,664.66	1,100.00	200.00	62.22	7.44		1,369.66	1,295.00	51	
Dickson	3	2,370.77	1,100.00	100.00	145.00	4.00		1,349.00	1,021.77	57	
Dyersburg	3	4,723.98	1,600.00	250.00	286.00	10.72		2,146.72	2,577.26	45	
Fayetteville	3	3,800.90	1,500.00	300.00	286.57	7.28		2,093.85	1,707.05	55	
Franklin	3	5,267.56	1,600.00	250.00	244.00	9.92		2,103.92	3,163.64	40	
Gallatin	3	4,524.41	1,600.00	300.00	279.00	12.40		2,191.40	2,333.01	48	
Greeneville	3	6,601.83	1,800.00	491.58	360.00	11.52		2,663.10	3,938.73	40	
Greenfield	3	1,281.77	500.00	20.00	41.10	1.04		562.14	719.63	44	Presidential, Jan. 1, 1899.
Harriman	3	4,741.31	1,600.00	300.00	212.33	12.49		2,124.82	2,616.49	45	
Henderson	3	599.00	250.00	62.50	32.00	.40		344.90	254.10	58	Presidential, Apr. 1, 1899.
Humboldt	3	3,605.36	1,500.00		218.19	5.60		1,718.79	1,886.57	48	
Huntingdon	3	2,891.83	1,200.00	200.00	160.00	4.24		1,564.24	1,327.59	54	
Jackson	2	15,403.72	2,400.00	2,200.00		89.81	4,400.30	9,090.11	6,313.61	59	In Government building.
Jellico	3	2,419.04	1,100.00	300.00	189.44	4.40		1,593.84	825.20	66	
Johnson City	3	5,413.98	1,700.00	800.00	353.70	17.04		2,870.74	2,543.19	53	
Jonesboro	3	2,212.09	1,100.00	400.00	200.00	5.93		1,705.93	506.16	77	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TENNESSEE—continued.											
Knoxville	1	$79,621.33	$3,200.00	$12,411.93		$730.10	$16,427.71	$32,769.74	$46,851.59	41	In Government building.
Lebanon	3	5,096.60	1,600.00	480.00	$204.00	17.20		2,301.20	2,795.40	45	
Lewisburg	3	2,369.55	1,200.00	150.00	164.89	3.44		1,518.33	851.22	64	
McKenzie	3	3,066.19	1,400.00	150.00	169.40	3.53		1,722.93	1,343.26	56	
McMinnville	3	3,991.68	1,500.00	300.00	130.55	5.84		1,936.39	2,055.29	49	
Martin	3	3,024.52	1,300.00	80.00	140.50	3.44		1,523.94	1,500.58	50	
Maryville	3	2,583.42	1,200.00	200.00	184.55	2.80		1,587.35	996.07	61	
Memphis	1	207,209.92	3,500.00	28,183.65		1,104.10	41,886.56	74,674.31	132,535.61	36	Do.
Milan	3	2,332.98	1,100.00	70.00	181.60	4.73		1,356.33	976.65	58	
Morristown	3	5,413.18	1,700.00	450.00	333.00	13.84		2,496.84	2,916.34	46	
Murfreesboro	3	6,585.63	1,800.00	400.00	214.64	18.48		2,433.12	4,152.51	37	
Nashville	1	205,379.21	3,600.00	32,475.05	992.91	1,779.51	35,437.97	74,285.44	131,093.77	36	Do.
Newbern	3	1,224.15	550.00		45.40	2.24		597.64	626.51	49	Presidential, Jan. 1, 1899.
Newport	3	2,147.52	1,000.00	250.00	225.00	2.24		1,477.24	670.28	69	
Paris	3	4,727.36	1,500.00	250.00	248.00	8.34		2,006.34	2,721.02	42	
Pulaski	3	5,133.82	1,600.00	400.00	271.00	13.76		2,284.76	2,849.06	45	
Ripley	3	2,832.55	1,100.00	120.00	124.00	4.40		1,348.40	1,484.15	48	
Rockwood	3	1,310.77	550.00	60.00	33.95	3.28		647.23	663.54	49	Do.
Rogersville	3	2,385.00	1,000.00	400.00	170.00	3.04		1,573.04	811.96	66	
Sewanee	3	3,307.78	1,300.00		132.00	8.16		1,440.16	1,867.62	44	
Shelbyville	3	4,015.88	1,500.00	400.00	304.00	11.60		2,215.60	1,800.28	55	
Somerville	3	1,927.24	1,000.00	110.00	104.00	3.92		1,217.92	709.32	63	
South Pittsburg	3	2,537.62	1,300.00	30.00	204.00	6.00		1,540.00	997.62	61	
Springfield	3	3,158.06	1,300.00	200.00	192.70	7.12		1,699.82	1,458.24	54	
Sweetwater	3	3,124.85	1,300.00	200.00	166.05	4.98		1,671.03	1,453.82	53	
Trenton	3	3,645.21	1,400.00	120.00	201.00	8.24		1,729.24	1,915.97	47	
Tullahoma	3	4,807.12	1,600.00	200.00	242.00	9.99		2,051.99	2,755.13	43	
Union City	3	6,987.32	1,800.00	120.00	297.50	17.44		2,234.94	4,752.38	32	
Winchester	3	4,528.54	1,500.00	30.00	171.00	9.84		1,710.84	2,817.70	38	
Total		832,827.82	82,700.00	108,339.25	11,244.11	5,195.04	123,907.92	331,386.32	501,441.50	40	
TEXAS.											
Abilene	3	8,067.89	1,900.00	300.00	54.15	11.84		2,265.99	5,801.90	28	
Albany	3	2,405.35	1,100.00	20.00	107.60	.64		1,228.24	1,177.11	51	
Alvarado	3	2,229.12	1,200.00	110.00	200.95	2.40		1,513.35	715.77	68	
Alvin	3	2,051.18	1,300.00		223.92	3.20		1,527.12	1,524.06	50	
Amarillo	3	5,340.60	1,500.00	200.00	252.00	4.80		1,956.80	3,403.80	37	
Angleton	3	1,308.41	750.00		109.50	1.84		861.34	442.07	66	Presidential, Oct. 1, 1898.
Athens	3	2,424.86	1,100.00	25.00	146.50	2.72		1,274.22	1,150.64	53	

Atlanta	3	2,322.47	1,100.00	200.00	141.10	2.08		1,443.18	879.29	62	
Austin	1	52,479.12	3,100.00	9,551.00		530.71	9,914.67	23,096.38	29,382.74	44	In Government building.
Baird	3	2,456.10	1,200.00	200.00	153.66	1.92		1,555.58	900.52	63	
Ballinger	3	2,998.04	1,300.00	200.00	214.05	.80		1,714.85	1,283.19	57	
Bartlett	3	2,322.01	1,200.00	40.00	104.80	1.52		1,346.32	975.69	58	
Bastrop	3	2,788.78	1,300.00	300.00	377.50	10.32		1,987.82	800.96	71	
Beaumont	2	13,827.73	2,300.00	1,100.00	450.00	53.78		3,903.78	9,923.95	28	
Beeville	3	4,226.14	1,600.00	180.00	190.65	6.72		1,977.37	2,248.77	47	
Bellville	3	2,219.39	1,000.00	200.00	133.50	1.76		1,335.26	884.13	60	
Belton	3	7,954.16	1,800.00	330.00	53.80	19.76		2,206.56	5,750.60	28	
Bigspring	3	3,523.85	1,400.00	95.00	85.00	3.12		1,583.12	1,940.73	45	
Bonham	3	8,162.41	1,900.00	250.00	47.00	12.88		2,209.88	5,952.53	27	
Bowie	3	5,012.15	1,600.00	300.00	166.37	8.00		2,074.37	2,937.78	41	
Brenham	2	9,910.75	2,000.00	1,100.00	360.00	23.22		3,483.22	6,427.53	35	
Brownsville	3	4,304.32	1,500.00	300.00		2.72		1,802.72	2,501.60	42	Do.
Brownwood	2	8,887.39	2,000.00	700.00	240.00	20.24		2,960.24	5,877.15	33	
Bryan	3	6,384.04	1,800.00	200.00	233.95	20.72		2,254.67	4,129.37	35	
Caldwell	3	2,459.41	1,100.00	100.00	106.60	2.72		1,309.32	1,150.09	53	
Calvert	3	4,765.93	1,600.00	80.00	269.00	8.80		1,957.80	2,808.13	41	
Cameron	3	4,786.66	1,700.00	400.00	60.00	8.08		2,168.08	2,618.58	45	
Cisco	3	3,487.06	1,300.00	250.00	134.20	2.96		1,687.16	1,799.90	48	
Clarendon	3	2,614.93	1,100.00	50.00	170.00	3.12		1,323.12	1,291.81	51	
Clarksville	3	4,936.35	1,600.00	300.00	317.00	7.84		2,224.84	2,711.51	45	
Cleburne	2	11,174.82	2,200.00	1,400.00	1.00	32.67		3,633.67	7,541.15	33	
Coleman	3	3,445.79	1,400.00	150.00	157.98	1.68		1,709.66	1,736.13	50	
Colorado	3	4,142.98	1,400.00	200.00	175.00	4.16		1,779.16	2,363.82	43	
Columbus	3	3,073.15	1,400.00	300.00	147.30	11.92		1,859.22	1,213.93	61	
Comanche	3	4,262.48	1,500.00	150.00	250.90	4.08		1,904.98	2,357.50	45	
Commerce	3	2,767.10	1,200.00	40.00	173.25	4.96		1,418.21	1,348.89	51	
Corpus Christi	3	5,707.29	1,700.00	200.00	298.00	10.80		2,208.80	3,498.49	39	
Corsicana	2	14,100.18	2,300.00	1,900.00	1.00	62.24	2,965.34	7,228.58	6,871.60	51	
Crockett	3	3,505.47	1,400.00	199.97	232.25	5.28		1,837.50	1,667.97	52	
Cuero	3	5,838.93	1,800.00	150.00	220.90	19.44		2,190.34	3,648.59	38	
Dallas	1	165,216.28	3,400.00	23,889.66	300.00	943.61	23,062.62	51,615.89	113,600.39	31	Do.
Decatur	3	4,042.64	1,500.00	180.00	158.50	4.88		1,843.38	2,199.26	46	
Delrio	3	2,579.55	1,000.00		164.00	4.16		1,168.16	1,411.39	45	
Denison	2	18,364.02	2,500.00	3,150.00	600.00	214.81	5,180.27	11,645.08	6,718.94	63	
Denton	3	7,567.93	1,900.00	80.00	360.00	11.52		2,351.52	5,216.41	31	
Dublin	3	5,150.12	1,600.00	200.00	204.50	8.08		2,012.58	3,137.54	39	
Eagle Lake	3	1,863.55	1,000.00		112.00	3.92		1,115.92	747.63	60	
Eagle Pass	3	3,984.29	1,500.00	480.00	249.00	3.04		2,232.04	1,752.25	56	
Edna	3	2,150.43	1,200.00		165.00	4.32		1,369.32	781.11	64	
El Campo	3	418.51	250.00	20.00	21.00	.72		291.72	126.79	70	Presidential, Apr. 1, 1899.
Elgin	3	2,388.75	1,100.00	70.00	139.20	2.32		1,311.52	1,077.23	55	
El Paso	2	26,499.79	2,600.00	5,364.44		73.98	3,476.34	11,514.76	13,985.03	45	In Government building.
Ennis	3	7,342.54	1,900.00	500.00	249.73	20.96		2,670.69	4,671.85	36	
Farmersville	3	2,813.67	1,300.00	90.00	232.75	3.12		1,625.87	1,187.80	58	
Flatonia	3	2,354.01	1,200.00	120.00	180.00	4.16		1,504.16	849.85	64	
Forney	3	2,508.40	1,200.00		104.40	1.84		1,306.24	1,202.16	52	
Fort Worth	1	65,508.34	3,200.00	10,900.01		695.03	11,762.97	26,558.01	38,950.33	41	Do.
Gainesville	2	14,028.17	2,400.00	2,149.44	600.00	58.29	3,522.66	8,730.39	5,297.78	62	
Galveston	1	87,777.14	3,300.00	12,748.02		728.29	15,695.78	32,472.09	55,305.05	37	Do.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Gatesville	3	$3,600.96	$1,500.00	$282.50	$290.60	$4.24		$2,077.34	$1,523.62	58	
Georgetown	3	5,723.99	1,800.00	400.00	305.00	6.32		2,511.32	3,212.67	44	
Giddings	3	2,325.91	1,100.00	40.00	153.00	1.28		1,294.28	1,031.63	56	
Goldthwaite	3	1,685.44	750.00	127.50	69.40	1.52		948.42	737.02	56	Presidential, Oct. 1, 1898.
Gonzales	3	4,455.64	1,600.00	250.00	273.04	5.60		2,128.64	2,327.00	48	
Graham	3	2,142.37	1,100.00	200.00	163.00	.08		1,463.08	679.29	68	
Granbury	3	2,671.49	1,200.00	150.00	223.00	4.08		1,577.08	1,094.41	59	
Greenville	2	11,008.74	2,200.00	1,607.88	1.00	25.52	$1,650.76	5,485.16	5,523.58	50	
Groesbeck	3	2,722.43	1,300.00	80.00	166.65	2.00		1,548.65	1,173.78	57	
Hallettsville	3	3,481.01	1,400.00	125.67	161.99	4.08		1,691.74	1,789.27	49	
Hamilton	3	2,294.67	1,000.00	200.00	158.00	1.49		1,359.49	935.18	59	
Hearne	3	3,114.94	1,400.00	280.00	209.00	5.28		1,894.28	1,220.66	61	
Hempstead	3	3,283.85	1,400.00	110.00	168.05	8.32		1,686.37	1,597.48	51	
Henderson	3	2,889.55	1,200.00	450.00	150.00	3.04		1,803.04	1,086.51	62	
Henrietta	3	4,090.01	1,400.00	400.00	483.00	5.52		2,288.52	1,801.49	56	
Hico	3	3,565.29	1,300.00	100.00	223.00	2.88		1,625.88	1,939.41	46	
Hillsboro	2	9,375.71	2,200.00	1,198.37	1.00	6.48	1,637.99	5,043.84	4,331.87	54	
Honeygrove	3	5,714.40	1,700.00	120.00	356.00	11.52		2,187.52	3,526.88	38	
Houston	1	96,396.58	3,300.00	13,668.44		622.00	14,978.59	32,569.03	63,827.53	34	In Government building.
Hubbard	3	2,821.91	1,200.00		130.95	3.12		1,334.07	1,487.84	47	
Huntsville	3	6,754.11	1,700.00	180.00	349.60	8.24		2,237.84	4,516.27	33	
Itasca	3	2,797.07	1,200.00		9.45	3.28		1,212.73	1,584.34	43	
Jacksonville	3	2,593.28	1,100.00	50.00	144.31	2.88		1,297.19	1,296.09	50	
Jefferson	3	3,384.53	1,400.00	160.00		9.04		1,569.04	1,815.49	46	Do.
Kaufman	3	3,632.06	1,400.00	100.00	37.30	5.76		1,543.06	2,089.00	42	
Kerrville	3	2,793.73	1,200.00	200.00	70.00	3.84		1,473.84	1,319.89	53	
Ladonia	3	3,337.75	1,400.00	40.00	167.70	4.00		1,611.70	1,726.05	48	
Lagrange	3	4,301.69	1,600.00	200.00	256.00	12.08		2,068.08	2,233.61	48	
Lampasas	3	3,988.08	1,500.00	250.00	258.20	5.20		2,013.40	1,974.68	50	
Laredo	2	8,673.09	2,000.00	1,800.00	435.00	116.66	2,521.51	6,873.17	2,299.92	73	
Llano	3	2,874.91	1,200.00	200.00	202.55	3.52		1,606.07	1,268.84	56	
Lockhart	3	3,489.87	1,500.00	40.00	194.00	5.92		1,739.92	1,749.95	50	
Longview	3	4,523.47	1,600.00	350.00	254.00	11.55		2,215.55	2,307.92	49	
Lufkin	3	1,097.28	500.00	30.00	76.40	.88		607.28	490.00	55	Presidential, Jan. 1, 1899.
Luling	3	2,718.92	1,400.00	250.00	205.80	5.04		1,860.84	858.08	68	
McGregor	3	3,062.15	1,200.00	400.00	110.00	6.00		1,716.00	1,346.15	56	
McKinney	2	8,702.98	2,000.00	800.00	403.25	29.31		3,232.56	5,470.42	37	
Marlin	3	5,099.00	1,700.00	40.00	348.00	10.64		2,098.64	3,000.36	41	
Marshall	2	10,425.19	2,100.00	1,614.13	270.00	28.87	2,713.95	6,726.95	3,698.24	65	
Meridian	3	1,715.64	825.00		85.99	1.84		912.83	802.81	53	Presidential, Oct. 1, 1898.
Mexia	3	5,195.76	1,700.00	350.00	356.00	7.36		2,413.36	2,782.40	46	

Midland	3	2,934.41	1,200.00		116.30	2.16		1,318.46	1,615.95	45	
Mineola	3	2,953.70	1,200.00	170.00	168.00	5.20		1,543.20	1,410.50	52	
Mineral Wells	3	3,297.98	1,300.00	160.00	189.80	9.04		1,658.84	1,639.14	50	
Mount Pleasant	3	2,407.72	1,100.00	250.00	94.75	4.56		1,449.31	958.41	60	
Nacogdoches	3	4,192.45	1,500.00	250.00	234.80	3.52		1,988.32	2,204.13	47	
Navasota	3	5,354.37	1,700.00	200.00	319.30	11.68		2,230.98	3,123.39	42	
New Braunfels	3	3,846.01	1,500.00	150.00	230.25	2.96		1,883.21	1,962.80	49	
Nocona	3	1,074.02	500.00	40.00	42.25	1.12		583.37	490.65	54	Presidential, Jan. 1, 1898
Orange	3	5,427.34	1,600.00	150.00	235.00	12.64		1,997.64	3,429.70	37	
Palestine	2	12,156.05	2,300.00	2,200.00	391.83	40.74	2,666 87	7,599.44	4,556.61	63	
Paris	2	17,663.14	2,400.00	3,000.00		90.90	4,580 34	10,071.24	7,591.90	57	In Government buildin
Pilotpoint	3	2,928.63	1,200.00	45.00	164.55	6.24		1,415.79	1,512.84	48	
Pittsburg	3	3,219.16	1,300.00	200.00	219.79	6.72		1,726.51	1,492.65	54	
Plano	3	3,024.67	1,300.00	60.00	206.00	4.48		1,570.48	1,454.19	52	
Port Arthur	3	2,873.19	1,200.00		193.73	3.44		1,397.17	1,476.02	49	
Quanah	3	3,790.77	1,400.00	137.50	223.00	4.72		1,765.22	2,025.55	47	
Richmond	3	2,596.13	1,100.00	79.98	126.00	5.92		1,311.90	1,284.23	51	
Rockdale	3	4,172.67	1,500.00	150.00	232.00			1,882.00	2,290.67	45	
Rusk	3	2,492.64	1,200.00		184.00	2.24		1,386.24	1,106.40	56	
San Angelo	3	7,694.76	1,800.00	300.00	127.50	6.96		2,234.46	5,460.30	29	
San Antonio	1	82,201.61	3,200.00	13,360.32		741.66	18,987.97	36,289.95	45,911.66	44	Do.
San Marcos	3	5,866.13	1,600.00	249.98	332.98	7.44		2,190.40	3,675.73	37	
Seguin	3	4,197.86	1,500.00	150.00	232.25	7.28		1,889.53	2,308.33	45	
Seymour	3	2,614.35	1,200.00	300.00	131.50	2.40		1,633.90	980.45	62	
Sherman	2	21,076.09	2,500.00	3,329.16	586.70	39.29	4,828.68	11,283.83	9,792.26	54	
Smithville	3	3,343.03	1,400.00	80.00	205.27	5.36		1,640.63	1,702.40	49	
Stephenville	3	3,570.38	1,400.00	250.00	171.00	7.92		1,828.92	1,741.46	51	
Sulphur Springs	3	5,195.84	1,600.00	159.97	288.00	12.00		2,059.97	3,135.87	40	
Taylor	3	7,090.12	1,900.00	240.00	60.00	13.28		2,213.28	4,882.84	31	
Temple	2	13,265.67	2,300.00	2,275.00	430.00	56.50	2,172.13	7,233.63	6,032.04	55	
Terrell	2	8,502.38	2,000.00	800.00	87.55	22.44		2,909.99	5,592.39	34	
Tyler	2	14,491.89	2,300.00	2,100.00		86.92	3,311.16	7,748.08	6,743.81	53	Do.
Uvalde	3	2,350.24	1,100.00	199.98	143.25	2.48		1,445.71	904.53	62	
Van Alstyne	3	3,242.23	1,400.00	150.00	251.16	2.48		1,803.64	1,438.59	56	
Velasco	3	1,868.96	1,100.00	120.00	130.00	1.52		1,351.52	517.44	72	
Vernon	3	4,062.55	1,500.00	450.00	277.00	4.40		2,231.40	1,831.15	55	
Victoria	3	7,336.88	1,900.00	120.00	327.00	23.36		2,370.36	4,966.52	32	
Waco	1	47,658.55	3,100.00	8,300.00		301.61	8,449.22	20,150.83	27,507.72	42	Do.
Waxahachie	2	9,029.15	2,100.00	1,000.00	60.00	17.80		3,177.80	5,851.35	35	
Weatherford	2	11,335.29	2,200.00	1,500.00	34.10	23.80		3,757.90	7,577.39	33	
Weimar	3	2,247.80	1,100.00	150.00	160.00	3.76		1,413.76	834.04	63	
Wharton	3	3,250.19	1,400.00	150.00	188.00	9.92		1,747.92	1,502.27	54	
Whitesboro	3	2,991.07	1,300.00	250.00	165.00	3.68		1,718.68	1,272.39	57	
Whitewright	3	3,531.92	1,400.00	70.00	184.99	2.96		1,657.95	1,873.97	47	
Wichita Falls	3	6,771.28	1,800.00	210.00	61.00	12.56		2,083.56	4,687.72	31	
Wills Point	3	2,820.41	1,200.00	100.00	179.27	3.36		1,482.63	1,337.78	53	
Winnsboro	3	1,139.06	500.00	15.00	41.00						

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
UTAH.											
Brigham	3	$2,680.84	$1,200.00		$166.00	$3.20		$1,369.20	$1,311.64	51	
Eureka	3	5,124.87	1,600.00		218.00	7.76		1,825.76	3,299.11	36	
Logan	2	8,115.25	1,800.00	$180.00	360.00	6.56		2,346.56	5,768.69	29	
Manti	3	2,486.85	1,100.00		174.00	6.90		1,280.90	1,205.95	52	
Mercur	3	3,585.28	1,400.00		348.00	4.08		1,752.08	1,833.20	49	
Nephi	3	2,450.19	1,100.00		152.00	4.96		1,256.96	1,193.23	51	
Ogden	2	25,390.29	2,700.00	4,200.00	900.00	295.17	$8,020.52	16,115.69	9,274.60	63	
Park City	3	4,953.13	1,700.00	270.00	420.00	4.08		2,394.08	2,559.05	48	
Provo City	3	7,288.54	1,800.00		1.00	20.08		1,821.08	5,467.46	25	
Salt Lake City	1	116,764.69	3,300.00	19,330.86	1.00	901.01	22,890.92	46,423.79	70,340.90	40	
Total		178,839.93	17,700.00	23,980.86	2,740.00	1,253.80	30,911.44	76,586.10	102,253.83	43	
VERMONT.											
Barre	2	14,099.89	2,400.00	2,100.00	540.00	71.04	3,359.03	8,470.07	5,629.82	60	
Barton	3	3,407.34	1,400.00	80.00	189.75	4.24		1,673.99	1,733.35	49	
Bellows Falls	2	14,264.17	2,400.00	1,450.00	600.00	47.18		4,497.18	9,766.99	32	
Bennington	2	11,301.28	2,300.00	1,602.45	740.00	43.33	3,002.79	7,688.62	3,612.66	68	
Bethel	3	2,739.88	1,400.00	300.00	150.00	6.08		1,856.08	883.80	68	
Bradford	3	3,509.19	1,400.00	200.00	331.00	6.16		1,937.16	1,572.03	55	
Brandon	3	5,170.03	1,700.00	250.00	208.00	16.00		2,174.00	2,996.03	42	
Brattleboro	2	20,180.32	2,500.00	3,000.00	825.00	127.94	4,702.92	11,155.86	9,024.46	55	
Bristol	3	3,143.61	1,300.00	250.00	159.92	2.96		1,712.88	1,430.73	54	
Burlington	1	110,522.24	3,300.00	6,952.40		388.67	10,442.08	21,083.15	89,439.09	19	In Government building.
Chester	2	1,486.51	750.00		108.00	3.70		861.70	624.81	58	Presidential, Oct. 1, 1898.
Derbyline	3	2,546.67	1,300.00	30.00	155.00	2.16		1,487.16	1,059.51	58	
Enosburg Falls	3	2,473.40	1,200.00		123.70	2.32		1,326.02	1,147.38	54	
Essex Junction	3	1,991.53	825.00	90.00	86.25	7.52		1,008.77	982.76	51	Do.
Fairhaven	3	5,164.14	1,700.00	90.00	331.00	10.96		2,131.96	3,032.18	41	
Hardwick	3	3,245.13	1,300.00		223.00	3.36		1,526.36	1,718.77	47	
Hydepark	3	5,190.80	1,700.00	100.00	147.65	1.44		1,949.09	3,241.71	38	
Island Pond	3	2,626.65	1,100.00	360.00	153.75	3.04		1,616.79	1,009.86	62	
Ludlow	3	3,687.70	1,500.00		196.52	5.52		1,702.04	1,985.66	46	
Lyndonville	3	6,368.75	1,600.00		277.00	4.72		1,881.72	4,487.03	30	
Middleburg	3	6,220.91	1,700.00	500.00	252.80	12.80		2,465.60	3,755.31	40	
Montpelier	2	20,609.85	2,500.00	2,714.07		235.18	3,781.43	9,230.68	11,379.17	45	In Government building.
Morrisville	3	4,057.10	1,500.00	60.00	170.00	3.92		1,742.92	2,314.18	43	
Newport	3	6,082.63	1,800.00	300.00	308.00	12.72		2,420.72	3,661.91	40	
North Bennington	3	2,766.77	1,100.00		60.00	7.28		1,170.28	1,590.49	43	
Northfield	3	5,650.07	1,600.00		181.25	10.08		1,791.33	3,858.74	32	
Poultney	3	3,775.01	1,500.00	200.00	252.00	5.84		1,957.84	1,817.17	52	

Proctor	3	4,325.78	1,600.00		200.00	5.60		1,805.60	2,520.18	42	
Randolph	3	5,041.43	1,600.00	300.00	408.00	13.44		2,321.44	2,719.99	46	
Richford	3	3,121.19	1,200.00	100.00	148.00	3.44		1,451.44	1,669.75	47	
Rutland	2	32,094.95	2,700.00	4,734.96	430.00	387.56	7,492.74	15,745.26	16,349.69	49	Do.
St. Albans	2	19,616.40	2,500.00	2,400.00	600.00	44.21	3,531.28	9,075.49	10,540.91	46	
St. Johnsbury	2	15,552.37	2,400.00	1,700.00	790.00	88.75	3,836.01	8,814.76	6,737.61	57	
Saxtons River	3	2,422.43	1,200.00	150.00	116.00	4.56		1,490.56	931.87	62	
Springfield	3	5,523.92	1,600.00	100.00	250.00	7.12		1,957.12	3,566.80	35	
Swanton	3	3,779.82	1,500.00	150.00	294.00	5.68		1,949.68	1,830.14	52	
Vergennes	3	4,575.91	1,600.00	100.00	211.00	5.92		1,916.92	2,658.99	42	
Waterbury	3	7,913.60	1,800.00	57.50	358.00	7.60		2,223.10	5,690.50	28	
West Rutland	3	2,161.34	1,100.00	30.00	130.00	4.16		1,204.16	897.18	58	
Whiteriver Junction	3	7,779.69	1,800.00	500.00	350.00	16.00		2,666.00	5,113.69	34	
Wilmington	3	3,186.41	1,300.00		182.00	4.00		1,486.00	1,700.41	47	
Windsor	3	4,893.84	1,600.00	250.00		14.96		1,864.96	3,028.88	38	Do.
Winooski	3	3,559.05	1,400.00		226.96	4.72		1,631.68	1,927.37	46	
Woodstock	3	5,586.12	1,700.00	300.00	281.00	15.76		2,296.76	3,289.36	41	
Total		403,415.82	73,375.00	31,501.38	11,782.55	1,679.69	40,148.28	158,486.90	244,928.92	39	
VIRGINIA.											
Abingdon	3	3,832.15	1,500.00	300.00		18.88		1,818.88	2,013.27	47	Do.
Alexandria	2	20,066.39	2,600.00	2,933.18		563.66	5,326.46	11,423.30	8,643.09	57	Do.
Ashland	3	4,605.15	1,400.00	100.00	220.00	17.28		1,737.28	2,867.87	38	
Bedford City	3	7,009.39	1,700.00	180.00	260.00	13.28		2,153.28	4,856.11	31	
Berkley	3	3,873.23	1,500.00	40.00	171.25	26.88		1,738.13	2,135.10	45	
Berryville	3	2,785.86	1,200.00	70.00	223.00	9.84		1,502.84	1,283.02	54	
Bigstone Gap	3	1,985.34	1,000.00	80.00	208.00	4.56		1,292.56	692.78	65	
Blacksburg	3	1,296.04	550.00	40.00	69.00	1.76		660.76	635.28	51	Presidential, Jan. 1, 1899.
Blackstone	3	3,035.23	1,200.00	200.00	63.08	3.20		1,466.28	1,568.95	48	
Buenavista	3	2,657.49	1,100.00		223.00	8.40		1,331.40	1,326.09	50	
Cape Charles	3	2,452.93	1,200.00	300.00	99.96	3.28		1,603.24	849.69	65	
Charlottesville	2	18,952.42	2,500.00	2,791.58	1,171.80	371.59	5,239.96	12,074.93	6,777.49	64	
Chase City	3	2,311.06	1,100.00	90.00	90.00	5.04		1,285.04	1,026.02	56	
Chatham	3	2,755.18	1,100.00	165.00	160.00	6.24		1,431.24	1,323.94	52	
Christiansburg	3	2,832.18	1,300.00	225.00	140.00	7.28		1,672.28	1,159.90	59	
Cliftonforge	3	5,199.35	1,700.00	250.00	255.95	20.16		2,226.11	2,973.24	43	
Covington	3	3,405.68	1,400.00	200.00	275.00	11.28		1,886.28	1,519.40	55	
Culpeper	3	4,029.96	1,500.00	300.00	183.68	15.60		1,999.28	2,030.68	50	
Danville	2	24,580.84	2,600.00	3,400.00		140.28	6,196.08	12,336.36	12,244.48	50	In Government building.
East Radford	3	1,946.46	1,000.00	300.00	115.50	7.04		1,422.54	523.92	73	
Farmville	3	4,700.88	1,600.00	400.00	244.40	19.52		2,263.92	2,436.96	48	
Fortress Monroe	3	11,951.33	1,900.00	400.00	6.00	126.40		2,432.40	9,518.93	20	Do.
Franklin	3	2,787.74	1,200.00	90.00	164.00	5.60		1,459.60	1,328.14	52	
Fredericksburg	2	11,003.27	2,100.00	1,600.00	425.60	59.74		4,185.34	6,817.93	38	
Front Royal	3	3,393.53	1,500.00	150.00	252.00	10.40		1,912.40	1,481.13	56	
Gordonsville	3	2,297.40	1,100.00	90.00	183.00	5.28		1,378.28	919.12	60	
Hampton	2	11,819.55	2,200.00	1,500.00	360.00	174.98		4,234.98	7,584.57	36	
Harrisonburg	3	5,903.69	1,800.00	1,000.00		30.00		2,830.00	3,073.69	48	Do.
Hot Springs	3	4,835.41	1,500.00	200.00	184.00	49.92		1,933.92	2,901.49	40	
Leesburg	3	4,476.12	1,600.00	300.00	216.00	16.08		2,132.08	2,344.04	48	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Lexington	3	$7,122.06	$1,900.00	$179.78	$360.00	$31.04		$2,470.82	$4,751.24	35	
Luray	3	3,275.98	1,400.00	200.00	249.54	7.61		1,857.15	1,418.83	57	
Lynchburg	1	48,485.64	3,100.00	8,683.87		418.92	$7,069.27	19,272.06	29,213.58	40	In Government building.
Manassas	3	2,366.81	1,100.00	30.00	110.78	9.44		1,250.22	1,116.59	53	
Manchester	2	11,129.89	2,200.00	1,954.07	450.00	39.04	2,992.91	7,636.02	3,493.87	69	
Marion	3	3,178.73	1,400.00	240.00	188.72	6.48		1,835.20	1,343.53	58	
Martinsville	3	4,411.73	1,600.00	220.00	228.00	10.08		2,058.08	2,353.65	47	
National Soldiers Home	3	2,401.43	1,200.00	200.00		8.88		1,408.88	992.55	59	Do.
Newport News	2	26,395.97	2,500.00	4,475.00	800.00	2,274.65	4,351.40	14,401.05	11,994.92	55	
Norfolk	1	106,964.29	3,300.00	14,663.59		1,019.39	21,178.97	40,161.95	66,802.34	38	Do.
Onancock	3	2,504.58	1,100.00	120.00	75.99	3.68		1,299.67	1,204.91	52	
Orange	3	2,729.74	1,200.00	150.00	133.85	8.88		1,492.73	1,237.01	55	
Petersburg	2	27,467.62	2,700.00	3,547.82		386.26	7,187.95	13,822.03	13,645.59	50	Do.
Pocahontas	3	2,752.38	1,200.00		274.99	7.76		1,482.75	1,269.63	54	
Portsmouth	2	22,689.18	2,500.00	3,247.00	933.00	147.71	6,292.52	13,120.23	9,568.95	58	
Pulaski City	3	4,540.60	1,500.00	80.00	145.00	12.96		1,737.96	2,802.64	38	
Richmond	1	230,542.56	3,600.00	37,815.48	1,180.00	2,409.26	48,967.11	93,971.85	136,570.71	41	Do.
Roanoke	2	34,372.29	2,800.00	5,100.00		163.06	6,111.89	14,174.95	20,197.34	41	Do.
Salem	3	6,206.72	1,800.00	50.00	360.00	15.20		2,225.20	3,981.52	36	
Shenandoah	3	3,309.31	1,300.00	30.00	180.00	1.92		1,511.92	1,797.39	46	
Smithfield	3	2,774.64	1,200.00	110.00	148.00	4.88		1,462.88	1,311.76	53	
South Boston	3	4,770.89	1,500.00	120.00	254.00	13.12		1,887.12	2,883.77	40	
Staunton	2	18,523.51	2,500.00	3,300.00		114.69	4,403.85	10,318.54	8,204.97	56	Do.
Suffolk	2	8,184.21	2,000.00	1,700.00	421.00	98.96		4,219.96	3,964.25	52	
Tazewell	3	2,688.28	1,200.00	200.00	86.55	5.44		1,491.99	1,196.29	56	
Warrenton	3	4,894.87	1,600.00	350.00	348.00	20.16		2,318.16	2,576.71	47	
Waynesboro	3	3,318.07	1,400.00	150.00	200.00	6.00		1,756.00	1,562.07	53	
Williamsburg	3	2,907.58	1,300.00	55.00	88.80	9.04		1,452.84	1,454.74	50	
Winchester	2	11,426.30	2,200.00	1,701.07	606.91	81.80	1,459.86	6,049.64	5,376.66	53	
Woodstock	3	3,250.69	1,300.00	150.00	142.47	4.81		1,597.28	1,653.41	49	
Wytheville	3	4,770.54	1,600.00	350.00	254.50	19.20		2,223.70	2,546.84	47	
Total		803,138.34	102,850.00	106,867.44	14,184.32	9,113.77	126,778.23	359,793.76	443,344.58	45	
WASHINGTON.											
Aberdeen	3	4,318.46	1,400.00		232.00	5.76		1,637.76	2,680.70	38	
Ballard	3	3,093.60	1,100.00		97.26	3.76		1,201.02	1,892.58	39	
Centralia	3	3,425.66	1,400.00	50.00	277.00	7.44		1,734.44	1,691.22	51	
Chehalis	3	4,705.95	1,500.00		214.59	10.24		1,724.83	2,981.12	37	
Colfax	3	8,898.27	1,900.00	190.00	300.00	7.44		2,337.44	6,560.83	26	

Colville	3	2,094.18	750.00		111.50	1.44		862.94	1,231.24	41	Presidential, Oct. 1, 1898.
Davenport	3	3,616.24	1,300.00		174.00	1.68		1,475.68	2,140.56	41	
Dayton	3	4,482.70	1,500.00	80.00	288.00	3.84		1,821.84	2,660.86	41	
Ellensburg	3	5,753.70	1,700.00		331.00	5.44		2,036.44	3,717.26	35	
Everett	3	9,177.09	1,900.00	300.00	356.50	16.16		2,572.66	6,604.43	28	
Fairhaven	3	3,977.48	1,400.00	50.00	314.00	8.48		1,772.48	2,205.00	45	
Goldendale	3	1,115.86	500.00	75.00	83.50	.56		659.06	456.80	59	Presidential, Jan. 1, 1899.
Hoquiam	3	3,919.28	1,300.00	200.00	239.27	3.28		1,742.55	2,176.73	44	
Montesano	3	2,494.83	1,200.00		244.32	2.96		1,447.28	1,047.55	58	
Mount Vernon	3	2,793.09	1,200.00		196.00	3.04		1,399.04	1,394.05	50	
New Whatcom	2	11,291.62	2,100.00	1,915.76	12.00	1.44	3,535.80	7,565.00	3,726.62	67	
Northport	3	2,436.10	1,100.00	40.00	180.00			1,320.00	1,116.10	54	
North Yakima	3	8,545.97	1,800.00	100.00	420.00	7.52		2,327.52	6,218.45	26	
Oakesdale	3	2,881.88	1,200.00	60.00	187.63	1.20		1,448.83	1,433.05	50	
Olympia	2	10,258.66	2,000.00	1,880.53	700.00	23.84	2,866.90	7,470.77	2,787.89	73	
Palouse	3	3,632.02	1,500.00		250.00	1.04		1,751.04	1,880.98	48	
Pomeroy	3	3,120.97	1,200.00	250.00	186.00	1.36		1,637.36	1,483.61	52	
Port Angeles	3	3,226.68	1,300.00	50.00	250.00	3.28		1,603.28	1,623.40	50	
Port Townsend	3	5,404.41	1,700.00	700.00		33.26		2,433.26	2,971.15	45	In Government building.
Pullman	3	4,894.09	1,600.00	240.00	281.00	4.72		2,125.72	2,768.37	43	
Puyallup	3	2,545.65	1,100.00		200.00	4.16		1,304.16	1,241.49	51	
Ritzville	3	1,393.59	550.00		66.03	.48		616.51	777.08	44	Presidential, Jan. 1, 1899.
Seattle	1	128,972.44	3,400.00	21,296.12	3,000.00	875.17	23,960.68	52,531.97	76,440.47	41	
Snohomish	3	3,628.03	1,400.00		254.00	4.88		1,658.88	1,969.15	46	
Southbend	3	2,636.16	1,200.00		225.00	2.64		1,427.64	1,208.52	55	
Spokane	1	81,972.75	3,200.00	13,376.81	1,200.00	613.64	14,939.13	33,329.58	48,643.17	41	
Sprague	3	2,087.30	1,100.00	30.00	250.00	.32		1,380.32	706.98	66	
Tacoma	1	60,530.26	3,100.00	13,675.05	2,300.00	564.49	19,494.22	39,133.76	21,396.50	65	
Vancouver	3	5,830.18	1,700.00	499.98	345.10	10.72		2,555.80	3,274.38	44	
Waitsburg	3	2,645.08	1,100.00		181.00	1.60		1,232.60	1,412.48	47	
Walla Walla	2	15,805.93	2,400.00	2,441.74	600.00	28.74	2,502.16	7,972.64	7,833.29	50	
Wilbur	3	1,206.00	550.00		98.00	.24		648.24	557.76	54	Do.
Total		428,812.16	56,350.00	57,390.99	14,594.70	2,265.76	67,298.89	197,900.34	230,911.82	46	
WEST VIRGINIA.											
Alderson	3	2,373.28	1,000.00	300.00	155.00	2.88		1,457.88	915.40	61	
Bluefield	2	9,255.94	2,000.00	1,000.00	421.22	29.60		3,450.82	5,805.12	37	
Bramwell	3	922.65	250.00		29.50	1.04		280.54	642.11	30	Presidential, Apr. 1, 1899.
Buckhannon	3	4,855.36	1,600.00	474.73	330.99	8.64		2,414.36	2,441.00	50	
Charleston	2	30,217.63	2,700.00	4,400.00	300.00	225.57	7,080.58	14,706.15	15,511.48	49	In Government building.
Charlestown	3	6,222.31	1,800.00	150.00	280.00	31.12		2,261.12	3,961.19	36	
Clarksburg	2	10,899.09	2,300.00	1,769.56		53.56	1,747.42	5,870.54	5,028.55	54	Do.
Davis	3	4,089.53	1,500.00	60.00	256.00	13.44		1,829.44	2,260.09	45	
Elkins	3	3,597.57	1,400.00	250.00	260.00	15.04		1,925.04	1,672.53	54	
Fairmont	2	10,935.19	2,100.00	1,594.94	570.00	43.84	1,643.07	5,951.85	4,983.34	54	
Grafton	2	8,471.77	2,000.00	800.00	507.50	43.14		3,350.64	5,121.13	40	
Harpers Ferry	3	2,057.02	1,000.00	600.00	131.35	15.36		1,746.71	310.31	85	
Hinton	3	5,298.87	1,600.00	600.00	304.00	15.12		2,519.12	2,779.75	48	
Huntington	2	18,566.96	2,500.00	3,000.00	900.00	166.52	4,421.53	10,988.05	7,578.91	59	
Keyser	3	3,599.88	1,500.00	400.00	180.00	19.04		2,099.04	1,500.84	58	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WEST VIRGINIA—cont'd											
Lewisburg	3	$3,097.89	$1,300.00	$300.00	$250.00	$6.40		$1,856.40	$1,241.49	60	
Mannington	3	5,785.55	1,700.00	300.00	302.00	22.65		2,324.65	3,460.90	40	
Martinsburg	2	10,848.26	2,200.00	2,761.43		134.40	$3,186.31	8,282.14	2,566.12	76	In Government building.
Montgomery	3	2,287.65	1,000.00		104.80	5.28		1,110.08	1,177.57	49	
Morgantown	2	9,555.73	2,000.00	1,400.00	329.00	33.56		3,762.56	5,793.17	39	
Moundsville	3	10,498.70	1,800.00	100.00	282.67	31.36		2,214.03	8,284.67	22	
New Cumberland	3	2,988.58	1,300.00	50.00	224.00	9.52		1,583.52	1,405.06	53	
New Martinsville	3	3,192.29	1,300.00	150.00	225.25	15.36		1,690.61	1,501.68	53	
Parkersburg	2	31,475.09	2,800.00	4,200.00		405.18	6,275.63	13,680.81	17,794.28	43	Do.
Piedmont	3	5,237.67	1,700.00	600.00	235.00	19.52		2,554.52	2,683.15	49	
Point Pleasant	3	3,613.98	1,400.00	180.00	214.00	16.80		1,810.80	1,803.18	50	
Ravenswood	3	2,402.35	1,100.00	240.00	125.40	8.64		1,474.04	928.31	61	
Romney	3	2,123.17	1,100.00	140.00	38.43	2.72		1,281.15	842.02	60	
Ronceverte	3	2,581.07	1,100.00	250.00	188.00	5.44		1,543.44	1,037.63	60	
Saint Marys	3	1,467.03	550.00	25.00	81.01	6.72		662.73	804.30	45	Presidential, Jan. 1, 1899.
Shepherdstown	3	2,306.08	1,100.00		175.50	7.76		1,283.26	1,022.82	56	
Sistersville	2	10,229.50	2,200.00	1,687.29	720.00	222.90	1,131.76	5,961.95	4,267.55	59	
Spencer	3	1,058.21	500.00	150.00	26.75	2.48		679.23	378.98	64	Do.
Sutton	3	1,917.56	1,000.00	180.00	75.50	4.48		1,259.98	657.58	66	
Wellsburg	3	4,586.81	1,600.00	80.00	300.00	16.32		1,996.32	2,590.49	44	
Weston	3	5,276.38	1,700.00	500.00	321.45	15.53		2,536.98	2,739.40	48	
West Union	3	2,146.69	1,000.00	197.76	131.10	5.04		1,333.90	812.79	62	
Wheeling	1	87,667.96	3,300.00	12,327.95		861.02	16,941.68	33,430.65	54,237.31	38	In Government building.
Total		333,707.25	60,000.00	41,218.66	8,975.42	2,542.99	42,427.98	155,165.05	178,542.20	47	
WISCONSIN.											
Algoma	3	1,586.48	750.00		130.50	1.92		882.42	704.06	56	Presidential, Oct. 1, 1898.
Alma	3	1,643.85	750.00	75.00	88.50	.80		914.30	729.55	56	Do.
Antigo	3	6,385.22	1,700.00	250.00	358.00	8.24		2,316.24	4,068.98	36	
Appleton	2	20,583.42	2,500.00	2,633.20	960.00	57.20	6,183.27	12,333.67	8,249.75	60	
Arcadia	3	1,885.48	825.00		106.50	.88		932.38	953.10	50	Do.
Ashland	2	16,872.25	2,500.00	2,400.00		.39	5,490.85	10,391.24	6,481.01	62	In Government building.
Augusta	3	2,644.78	1,200.00		152.00	2.56		1,354.56	1,290.22	51	
Baraboo	2	9,409.40	2,100.00	1,100.00	600.00	.66		3,800.66	5,608.74	40	
Barron	3	2,888.81	1,300.00	80.00	194.00	2.72		1,526.72	1,362.09	53	
Bayfield	3	2,368.41	1,100.00		195.99	2.64		1,298.63	1,069.78	55	
Beaverdam	3	7,552.87	1,900.00		410.00	10.56		2,320.56	5,232.31	31	
Beloit	2	17,332.37	2,400.00	2,100.00	940.00	94.24	3,512.03	9,046.27	8,286.10	52	
Berlin	2	7,152.74	2,000.00	1,028.54	399.98	10.20		3,438.72	3,714.02	48	

Black River Falls	3	4,435.08	1,600.00	300.00	289.00	5.20		2,194.20	2,240.88	49	
Boscobel	3	3,038.30	1,300.00	60.00	168 30	2.08		1,530.38	1,507.92	50	
Brodhead	3	3,708.76	1 500.00	70.00	254.50	4.24		1,828.74	1,880.02	49	
Burlington	3	6,124.98	1,700.00	200.00	327.20	9.36		2,236.56	3,888.42	37	
Centralia	3	3,046.10	1,300.00		168.00	2.96		1,470.96	1,575.14	48	
Chilton	3	2,827.05	1,200.00	150.00	126.00	2.64		1,478.64	1,348.41	52	
Chippewa Falls	2	11,676.88	2,300.00	1,500.00	775.00	47.80	4,612.62	9,235.42	2,441.46	79	
Clinton	3	3,081.78	1,300.00	70.00	251.34	4.32		1,625.66	1,456.12	53	
Clintonville	3	3,243.28	1,400.00		217.00	2.96		1,619.96	1,623.32	50	
Columbus	3	5,935.57	1,800 00		290.00	6.00		2,096.00	3,839.57	35	
Cudahy	3	2,940.54	1,500.00		222.00	1.12		1,723.12	1,217.42	59	
Cumberland	3	2,436.91	1,100.00	20.00	182.00	1.68		1,303.68	1,133.23	53	
Darlington	3	4,105.30	1,500.00	80.00	294.00	6.56		1,880.56	2,224.74	46	
Delavan	3	6,144.29	1,700 00		356.00	12.32		2,068.32	4,075.97	34	
Depere	3	4,566.75	1,600.00	80.00	331.00	3.52		2,014.52	2,552.23	44	
Dodgeville	3	3,754.38	1,500.00	137.50	279.00	2.80		1,919.30	1,835.08	51	
Durand	3	2,379.80	1 100.00	150.00	164.00	1.44		1,415.44	964.36	59	
Eau Claire	2	27,169.92	2,700.00	3,865.56	1,350.00	243.23	7,013.78	15,172.57	11,997.35	56	
Edgerton	3	4,120 05	1,500.00	180.00	304.00	4.96		1,988.96	2,131.09	48	
Elkhorn	3	3,974.60	1,500.00	120.00	200.00	4.32		1,824.32	2,150.28	46	
Ellsworth	3	2,402.38	1,100.00	200.00	174.00	1.84		1,475.84	926.54	61	
Elroy	3	2,886 87	1,200.00	140.00	194.00	3.12		1,537 12	1,349.75	53	
Evansville	3	4,702.15	1,600.00	225.00	239.51	4.96		2,069.47	2,632.68	44	
Fond du Lac	2	21,703 47	2,600.00	2,900.00	906.25	14.64	5,925.66	12,346.55	9,356.92	57	
Fort Atkinson	2	11,425.61	2,300.00	1,400.00	463.50	9.88	1,573.27	5,746.65	5,678.96	50	
Galesville	3	2,135.72	1,000.00		144.00	1.28		1,145.28	990.44	54	
Grand Rapids	3	3,903.32	1,500.00	130.00	225.00	4.08		1,859.08	2,044 24	48	
Greenbay	2	29,187.67	2,700.00	4,037.23	1,630.00	79.51	7,053.67	15,500.41	13,687.26	53	
Hartford	3	3,083.03	1,300 00		222.00	2.96		1,524.96	1,558.07	49	
Hayward	3	4,284 99	1,500.00	40.00	182.00	3.20		1,725.20	2,559.79	40	
Horicon	3	2,273.36	1,100 00		93.35	2.00		1,195.35	1,078.01	53	
Hudson	3	5,153.08	1,700.00	50.00	350.00	17.04		2,117.04	3,036.04	41	
Hurley	3	2,734.25	1,300 00	200.00	250.00	5.60		1,755.60	978.65	64	
Iron River	3	1,291.31	550.00		47.00	1.36		598.36	692.95	46	Presidential, Jan. 1, 1899.
Janesville	2	25,948.21	2,700.00	3,378.81	1,200.00	80.56	6,141.01	13,500.38	12,447.83	52	
Jefferson	3	4,389 67	1,500.00	100.00	254.00	5.68		1,859.68	2,529.99	42	
Juneau	3	534.54	250.00		34.20	.64		284.84	249.70	53	Presidential, Apr. 1, 1899.
Kaukauna	3	2,753.35	1,400.00		277.00	5.76		1,682.76	1,070.59	61	
Kenosha	2	19,086.67	2,500.00	1,900.00	800.00	.96	4,408.83	9,609.79	9,476.88	50	
Kewaunee	3	3,001 00	1,200.00	100.00	196.00	2.32		1,498.32	1,502.68	50	
Kilbourn	3	3,660.02	1,500.00	150.00	223.37	3.12		1,876.49	1,783.53	51	
La Crosse	1	72,074.24	3,100.00	9,448.00		492.11	13,838.25	26,878.36	45,195.88	37	In Government building.
Lake Geneva	3	6,267.88	1,800.00	350.00	410.00	18 88		2,578.88	3,689.00	41	
Lakemills	3	3,214.61	1,400.00		247.22	2.96		1,650.18	1,564.43	51	
Lancaster	3	4,312.86	1,500.00	250.00	270.00	4.08		2,024.08	2,288.78	47	
Lodi	3	2,598 59	1,200.00		174.00	4.24		1,378.24	1,220.35	53	
Madison	1	63,897.12	3,100.00	7,916.03		410.08	8,998.96	20,425.07	43,472.05	32	Do.
Manitowoc	2	14,458.22	2,400.00	1,900.00	500.00	58.40	3,525.32	8,383.72	6,074.50	58	
Marinette	2	14,214.61	2,300.00	1,800.00	600.00	26.22	5,252.58	9,978.80	4,235.81	70	
Marshfield	3	7,847.04	1,900.00	800.00	360.00	10.64		3,070.64	4,776.40	39	
Mauston	3	4,040.31	1,500.00		271.22	3.84		1,775.06	2,265.25	44	
Mayville	3	3,014.07	1,100.00		196.00	1.84		1,297.84	1,716.23	43	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—cont'd.											
Medford	3	$3,817.78	$1,500.00	$80.00	$189.00	$3.36		$1,772.36	$2,045.42	46	
Menasha	3	6,643.93	1,800.00		360.00	10.80		2,170.80	4,473.13	33	
Menomonie	3	7,095.71	1,900.00	350.00	410.00	15.20		2,675.20	4,420.51	38	
Merrill	2	9,561.94	2,000.00	900.00	460.00	13.18		3,373.18	6,188.76	35	
Milton	3	561.16	250.00		22.00	.40		272.40	288.76	49	Presidential, Apr. 1, 1899.
Milwaukee	1	590,770.52	5,000.00	77,534.42	2,763.50	3,103.35	$133,031.08	221,432.35	369,338.17	37	In Government building.
Mineralpoint	3	3,858.77	1,500.00	50.00	294.00	5.12		1,849.12	2,009.65	48	
Mondovi	3	960.42	500.00		82.45	.48		582.93	377.49	61	Presidential, Jan. 1, 1899.
Monroe	3	7,947.55	1,900.00	60.00	396.00	11.76		2,367.76	5,579.79	30	
Necedah	3	2,253.77	1,100.00	150.00	166.00	1.44		1,417.44	836.33	63	
Neenah	2	10,466.58	2,100.00	1,300.00	600.00	21.76		4,021.76	6,443.82	38	
Neillsville	3	4,261.84	1,500.00	249.98	294.00	4.24		2,048.22	2,213.62	48	
New Lisbon	3	2,455.59	1,100.00	240.00	160.00	2.40		1,502.40	953.19	61	
New London	3	4,689.49	1,600.00	40.00	181.29	6.08		1,827.37	2,862.12	39	
New Richmond	3	4,479.69	1,600.00	80.00	244.12	8.00		1,932.12	2,547.57	43	
Oconomowoc	3	5,681.73	1,700.00	200.00	308.00	12.16		2,220.16	3,461.57	39	
Oconto	3	6,503.15	1,800.00	90.00	240.00	8.64		2,138.64	4,364.51	33	
Omro	3	2,544.02	1,200.00	70.00	163.00	1.28		1,434.28	1,109.74	56	
Oshkosh	1	44,117.16	3,000.00	5,600.00		227.72	11,590.48	20,418.20	23,698.96	46	In Government building.
Peshtigo	3	2,457.25	1,100.00		174.00	2.00		1,276.00	1,181.25	52	
Phillips	3	3,563.19	1,500.00		304.00	3.60		1,807.60	1,755.59	51	
Plainfield	3	1,877.84	900.00		167.25	.56		1,067.81	810.03	57	Presidential, Oct. 1, 1898.
Platteville	3	5,728.38	1,700.00	150.00	258.00	6.00		2,114.00	3,614.38	37	
Plymouth	3	4,541.80	1,500.00	40.00	224.00	5.52		1,769.52	2,772.28	39	
Portage	3	9,355.09	1,900.00	500.00	400.00	25.60		2,825.60	6,529.49	30	
Port Washington	3	4,976.93	1,600.00		289.85	6.24		1,896.09	3,080.84	38	
Prairie du Chien	3	4,033.70	1,400.00	80.00	240.00	6.40		1,726.40	2,307.30	43	
Racine	1	161,355.33	3,400.00	14,913.02	727.08	902.96	15,918.02	35,861.08	125,494.25	22	In Government building.
Reedsburg	3	5,653.51	1,700.00	120.00	256.00	6.08		2,082.08	3,571.43	37	
Rhinelander	3	8,463.65	1,900.00		360.00	15.76		2,275.76	6,187.89	27	
Rice Lake	3	4,472.55	1,600.00	100.00	306.00	5.04		2,011.04	2,461.51	45	
Richland Center	3	4,597.78	1,600.00	400.00	285.25	3.52		2,288.77	2,309.01	50	
Ripon	3	8,188.76	1,900.00	160.00	460.00	11.52		2,531.52	5,657.24	31	
River Falls	3	4,704.47	1,600.00		329.98	6.32		1,936.30	2,768.17	41	
Seymour	3	1,131.47	500.00	55.00	64.00	.72		619.72	511.75	55	Presidential, Jan. 1, 1899.
Sharon	3	2,618.28	1,200.00		194.00	2.16		1,396.16	1,222.12	53	
Shawano	3	3,156.08	1,300.00	250.00	273.00	4.56		1,777.56	1,378.52	56	
Sheboygan	2	24,879.97	2,600.00	3,000.00		66.60	7,886.32	13,552.92	11,327.05	54	In Government building.
Sheboygan Falls	3	3,395.71	1,400.00		173.00	2.08		1,575.08	1,820.63	46	
Shell Lake	3	2,423.82	1,100.00	20.00	157.80	2.88		1,280.68	1,143.14	53	
Shullsburg	3	2,413.88	1,100.00		180.00	1.28		1,281.28	1,132.60	53	

South Kaukauna	3	2,860.82	1,200.00		250.00	5.36		1,455.36	1,405.46	51	
South Milwaukee	3	3,482.12	1,400.00		277.00	7.36		1,684.36	1,797.76	48	
South Superior	3	1,811.96	825.00		117.00	1.20		943.20	868.76	52	Presidential, Oct. 1, 1898.
Sparta	3	7,996.15	1,900.00	260.00	310.00	13.92		2,483.92	5,512.23	31	
Springgreen	3	1,196.47	500.00	42.50		.32		542.82	653.65	45	Presidential, Jan. 1, 1899.
Stevens Point	2	10,924.20	2,200.00	1,861.27	480.00	27.22	4,384.85	8,953.34	1,970.86	82	
Stoughton	3	6,878.38	1,800.00	70.00	358.00	6.32		2,234.32	4,644.06	32	
Sturgeon Bay	3	3,813.05	1,400.00	400.00	277.00	5.08		2,082.08	1,730.97	55	
Superior	3	5,640.42	1,700.00	50.00	248.16	14.48		2,012.64	3,627.78	36	
Tomah	3	4,695.75	1,500.00	70.00	204.00	7.52		1,781.52	2,914.23	38	
Tomahawk	3	3,208.28	1,400.00		252.00	3.36		1,655.36	1,552.92	52	
Two Rivers	3	3,580.90	1,400.00	200.00	115.67	5.76		1,721.43	1,859.47	48	
Viroqua	3	3,964.84	1,500.00	280.00	352.00	3.52		2,135.52	1,829.32	54	
Washburn	3	4,649.84	1,600.00		304.00	8.48		1,912.48	2,737.36	41	
Waterloo	3	2,380.02	1,100.00		196.00	1.52		1,297.52	1,082.50	55	
Watertown	2	10,887.30	2,200.00	1,700.00	700.00	31.54	4,392.47	9,024.01	1,863.29	83	
Waukesha	2	14,407.40	2,400.00	1,683.62	900.00	68.08	3,531.53	8,583.23	5,824.17	60	
Waupaca	3	6,472.77	1,700.00	300.00	278.00	5.60		2,283.60	4,189.17	35	
Waupun	3	5,761.63	1,700.00	40.00	333.00	9.04		2,082.04	3,681.59	36	
Wausau	2	14,630.71	2,400.00	2,000.00	675.00	46.16	4,368.72	9,489.88	5,140.83	65	
Wauwatosa	3	8,380.10	1,900.00		270.00	12.72		2,182.72	6,197.38	28	
Westbend	3	3,053.17	1,400.00		200.00	5.28		1,605.28	1,447.89	53	
West Depere	3	516.18	250.00		36.00	.16		286.16	230.02	55	Presidential, Apr. 1, 1899.
West Superior	2	29,607.62	2,700.00	4,298.73	780.00	174.61	9,044.20	16,997.54	12,610.08	57	
Weyauwega	3	1,139.79	500.00	50.00	59.50	.08		609.58	530.21	53	Presidential, Jan. 1, 1899.
Whitewater	2	8,510.57	2,000.00	900.00	445.00	14.16		3,359.16	5,151.41	39	
Wonewoc	3	3,948.01	1,100.00	80.00	194.00	1.92		1,375.92	2,572.09	35	
Total		1,726,556.31	215,150.00	175,083.41	43,935.33	6,871.86	277,677.77	718,718.37	1,007,837.94	42	
WYOMING.											
Buffalo	3	2,182.42	1,100.00	400.00	174.00			1,674.00	508.42	77	
Casper	3	2,684.00	1,200.00	183.35	198.00	2.53		1,583.88	1,100.12	59	
Cheyenne	2	14,093.95	2,300.00	2,480.61	1,350.00	153.39	4,448.00	10,732.00	3,361.95	76	
Evanston	3	4,703.94	1,600.00	180.00	234.00	2.08		2,016.08	2,687.86	43	
Lander	3	1,800.63	750.00	120.00	123.00	2.52		995.52	805.11	55	Presidential, Oct. 1, 1898.
Laramie	2	8,833.80	2,000.00	1,600.00	840.00	.93	2,609.07	7,050.00	1,783.80	80	
New Castle	3	456.76	250.00		26.00	.32		276.32	180.44	61	Presidential, Apr. 1, 1899.
Rawlins	3	5,489.44	1,600.00	500.00	305.99	9.28		2,415.27	3,074.17	44	
Rock Springs	3	5,228.04	1,700.00	300.00	358.00	6.88		2,364.88	2,863.16	45	
Sheridan	3	4,660.17	1,600.00	400.00	195.00	4.40		2,199.40	2,460.77	47	
Total		50,138.15	14,100.00	6,163.96	3,803.99	182.33	7,057.07	31,307.35	18,825.80	62	

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1899.*

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees and war tax.	Number.	Amount.	Fees.
Alabama	$58,417.59	411,393	$3,264,346.85	$33,345.59	2,170	$34,952.48	$429.17
Alaska	65,787.06	24,172	794,390.99	3,683.50	909	41,854.35	435.70
Arizona	30,506.03	133,829	1,788,992.12	13,252.83	2,073	56,047.16	617.70
Arkansas	43,227.41	374,737	2,568,940.41	28,892.74	921	11,926.80	158.74
California	281,014.15	1,302,538	11,950,146.53	111,181.52	53,908	838,738.30	10,424.04
Colorado	111,751.61	541,205	4,586,255.38	45,063.46	20,064	456,917.54	5,235.28
Connecticut	43,718.84	380,688	2,855,214.55	30,920.79	28,545	367,053.04	4,821.10
Delaware	6,218.68	38,842	277,956.57	3,085.77	1,220	20,378.90	246.74
District of Columbia	530,010.64	130,414	1,589,999.42	12,557.87	6,800	99,233.05	1,266.05
Florida	87,188.45	285,667	2,035,522.47	22,612.97	3,307	70,107.91	798.32
Georgia	59,314.41	502,053	3,435,271.77	38,789.56	3,071	56,429.21	659.40
Idaho	35,697.69	166,092	1,870,155.41	15,191.35	2,676	72,576.05	798.05
Illinois	207,264.16	2,002,553	12,984,408.82	153,056.41	81,248	1,135,272.58	14,773.24
Indiana	110,787.82	1,219,122	7,684,994.04	93,038.25	11,186	142,375.39	1,912.00
Indian Territory	17,975.59	149,058	1,175,368.50	12,067.22	544	17,431.55	189.40
Iowa	137,826.75	1,553,975	8,089,368.17	111,020.74	9,036	101,594.64	1,463.17
Kansas	91,510.96	1,116,465	7,022,247.03	84,310.03	4,383	59,721.99	799.41
Kentucky	42,737.34	320,673	1,964,189.78	23,947.06	3,163	47,201.57	590.38
Louisiana	69,175.83	302,843	2,805,901.86	25,974.38	5,359	115,352.80	1,334.56
Maine	48,215.46	289,749	2,190,508.71	23,435.37	6,977	97,982.60	1,264.13
Maryland	27,213.16	180,775	1,448,498.77	14,817.70	7,557	100,735.20	1,336.83
Massachusetts	129,237.46	901,934	7,228,154.60	74,783.13	121,993	1,701,826.87	21,681.72
Michigan	130,524.50	1,310,062	8,601,459.56	101,124.92	28,929	311,222.50	4,496.16
Minnesota	123,139.96	867,257	5,923,591.92	67,769.44	17,406	231,267.60	3,111.71
Mississippi	33,506.18	386,577	2,759,591.23	30,185.32	782	15,156.26	178.42
Missouri	139,753.29	1,080,947	6,421,803.93	80,253.12	14,972	225,887.20	2,845.93
Montana	62,921.16	225,015	2,224,308.30	19,032.34	15,130	306,627.98	3,509.90
Nebraska	125,413.27	890,804	5,318,357.60	65,129.15	5,471	60,094.37	851.98
Nevada	13,234.60	61,470	695,926.34	5,699.91	1,018	26,294.36	289.00
New Hampshire	23,831.70	186,266	1,193,567.04	14,316.64	7,151	91,188.72	1,215.93
New Jersey	52,446.03	399,196	3,260,954.07	33,312.80	44,274	622,229.23	8,151.49
New Mexico	37,778.91	88,508	818,122.46	7,591.71	990	20,102.72	233.75
New York	334,794.99	2,203,004	17,813,201.82	181,832.73	251,539	3,273,780.03	42,625.09
North Carolina	37,692.87	280,808	1,818,605.91	21,345.55	897	15,157.64	185.65
North Dakota	20,761.40	215,118	1,627,472.06	17,177.13	2,636	40,110.99	520.70
Ohio	171,663.97	1,581,337	10,413,581.93	121,472.24	31,609	391,117.86	5,319.51
Oklahoma	26,584.52	199,808	1,710,689.15	16,600.57	170	3,219.45	38.72
Oregon	96,269.42	380,626	3,087,338.03	30,901.11	8,610	183,112.95	2,132.52
Pennsylvania	229,541.65	1,779,205	13,449,347.80	143,541.68	80,971	1,101,477.64	14,308.00
Rhode Island	19,860.26	116,883	964,657.91	9,806.93	18,160	249,936.14	3,249.04
South Carolina	18,532.67	223,207	1,446,326.52	16,932.78	1,259	25,450.86	296.28
South Dakota	31,273.82	334,530	2,416,436.20	26,429.45	2,681	47,173.81	569.80
Tennessee	45,942.08	325,852	2,242,688.47	25,204.45	2,288	38,283.04	469.03
Texas	177,183.39	1,261,048	9,910,325.30	101,405.68	8,267	121,467.33	1,564.99
Utah	28,798.80	125,175	1,121,537.73	10,544.45	6,195	80,867.64	1,062.80
Vermont	20,215.85	159,386	991,657.83	12,117.18	4,798	65,797.02	860.40
Virginia	51,342.15	323,104	2,393,059.41	25,798.31	3,889	72,539.19	863.87
Washington	99,043.44	470,751	4,491,127.63	40,569.72	11,994	229,488.88	2,741.00
West Virginia	25,882.87	197,040	1,277,547.24	15,081.43	985	13,418.97	174.05
Wisconsin	119,349.97	927,315	6,539,758.35	72,870.60	17,073	203,474.28	2,837.37
Wyoming	13,866.69	78,704	669,718.35	6,571.02	1,247	33,115.13	370.65
Total	4,545,947.50	[1]29,007,870	211,213,592.84	[2]2,296,246.60	968,501	13,744,770.37	176,308.87

[1] 11,527 money orders issued prior to July 1, 1893, accounted for in this report.
[2] $1,716,319.74 fees; $579,926.86 war tax.

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1899*—Continued.

States and Territories.	Foreign exchange received.	Number certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y., and Chicago, Ill.	Transferred from postage fund.
Alabama		15,588	$1,586,176.78	$60,080.00		$19,485.82
Alaska						73.00
Arizona		3,115	815,817.71	36,465.00		6,655.40
Arkansas		11,399	1,130,804.34	119,320.00		18,668.91
California	$58,445.11	44,301	9,363,966.64	538,816.85		115,466.91
Colorado		17,633	2,910,280.79	108,095.00		21,093.75
Connecticut		10,037	1,049,721.53	262,075.00		19,173.03
Delaware		753	54,880.14	17,282.00		4,760.27
District of Columbia	3,192.12	9,081	1,447,652.10	50,525.00	$100,000.00	482.00
Florida		9,648	1,103,353.18	111,870.00		21,078.53
Georgia		17,261	1,756,999.05	266,988.00		85,169.75
Idaho		2,608	431,956.86	31,125.00		9,670.60
Illinois		86,323	27,720,499.27	1,324,394.00	[1]1,110,000.00	157,606.85
Indiana		33,534	3,296,354.18	1,017,655.00		78,727.47
Indian Territory				9,840.00		7,787.29
Iowa		50,438	4,713,671.22	357,661.00		117,218.07
Kansas		19,634	1,892,004.43	602,410.00		116,661.89
Kentucky		9,947	940,157.80	123,245.00		117,199.81
Louisiana		18,142	3,135,412.75	69,890.00		23,371.97
Maine		11,371	1,102,833.12	149,209.00		63,686.10
Maryland		9,349	1,369,634.68	259,651.00	274,953.30	35,384.96
Massachusetts		36,521	4,745,179.20	457,089.00		55,944.05
Michigan		40,257	4,359,875.01	1,353,984.00		157,062.09
Minnesota		39,047	5,600,129.76	285,203.40		49,028.99
Mississippi		8,813	943,400.71	109,811.00		17,250.78
Missouri		74,864	9,728,187.03	852,622.00		111,178.44
Montana		9,121	1,685,560.98	7,755.00		2,885.54
Nebraska		29,048	3,749,637.83	183,077.28		50,614.48
Nevada				13,530.00		6,202.08
New Hampshire		3,044	239,565.67	130,698.00		15,463.25
New Jersey		8,322	834,585.54	343,927.00		67,963.83
New Mexico		4,299	598,042.23	49,550.00		1,071.90
New York	492,488.41	102,227	41,591,130.15	2,330,327.90	9,755,144.35	653,410.35
North Carolina		6,948	654,771.03	138,715.00		18,191.17
North Dakota		6,115	680,152.63	31,240.00		9,731.63
Ohio		55,243	6,126,665.16	1,366,430.00		419,653.83
Oklahoma		3,729	446,801.49	84,075.00		18,897.79
Oregon		15,060	2,636,142.11	112,098.47		25,413.51
Pennsylvania		66,401	8,456,959.05	1,129,040.18		189,923.81
Rhode Island		3,899	420,909.00	7,275.00		2,669.00
South Carolina		6,819	873,828.88	46,220.00		13,884.32
South Dakota		8,838	1,034,022.03	70,686.00		8,720.92
Tennessee		18,895	2,181,708.81	211,249.00		110,211.59
Texas		48,917	6,357,583.59	298,862.64		86,140.31
Utah		6,932	988,847.76	71,065.00		12,031.67
Vermont		4,044	348,914.74	32,005.10		19,127.35
Virginia		11,497	1,257,777.32	239,331.00		65,003.49
Washington		16,548	3,026,184.03	129,880.00		14,598.79
West Virginia		6,526	614,550.75	26,644.00		9,825.47
Wisconsin		32,940	3,942,302.93	708,644.00		152,556.24
Wyoming		1,643	198,638.36	1,480.00		422.00
Total	554,125.64	1,056,719	180,144,230.35	16,339,111.82	11,240,097.65	3,404,501.05

[1] Chicago.

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1899*—Continued.

States and Territories.	Gain.	Balance due postmasters.	Domestic money orders paid.		International orders paid.	
			Number.	Amount.	Number.	Amount.
Alabama	$1.69	$61.69	209,148	$2,016,592.59	658	$14,915.95
Alaska			3,187	121,958.35	67	2,468.41
Arizona		11.21	36,234	593,634.76	235	6,514.35
Arkansas	25.57	164.83	173,670	1,593,116.39	454	10,738.83
California	.74	96.35	1,073,710	11,569,953.44	17,351	343,518.87
Colorado		22.51	356,481	3,753,899.59	3,579	78,465.54
Connecticut		8.47	290,156	2,393,231.37	6,588	117,459.47
Delaware			22,116	197,834.86	278	5,904.65
District of Columbia	464.80	11.28	227,071	2,003,489.51	6,632	70,245.14
Florida	150.00	41.23	154,090	1,244,443.33	2,208	48,268.51
Georgia	.02	219.52	423,935	2,997,858.40	1,469	28,190.60
Idaho	.07	30.06	49,731	776,036.77	361	9,100.04
Illinois	3.29	54.54	4,594,354	27,430,234.86	45,628	661,950.73
Indiana	.10	228.32	857,118	6,595,182.59	4,633	85,857.47
Indian Territory		34.70	39,694	428,187.38	137	3,015.33
Iowa	1.29	91.73	995,789	6,447,588.86	5,027	115,733.11
Kansas	.56	24.07	583,324	4,615,182.34	2,129	54,485.06
Kentucky	5.50	22.75	247,855	2,001,498.44	1,405	34,739.32
Louisiana		74.20	214,980	2,364,839.70	2,356	51,672.36
Maine		22.55	285,957	1,814,068.51	3,725	44,630.62
Maryland		8.01	213,914	1,980,100.59	3,196	59,201.58
Massachusetts	6.59	4.59	1,498,514	8,412,464.96	34,456	435,677.93
Michigan	.11	85.09	1,073,349	8,215,320.38	15,573	246,426.95
Minnesota	.06	39.14	797,715	5,846,561.86	7,027	199,456.85
Mississippi	177.60	296.18	151,611	1,345,499.38	199	5,261.95
Missouri	8.35	84.84	1,587,591	10,810,511.26	7,236	151,762.51
Montana	1.59	.55	78,946	1,000,438.34	1,744	45,300.59
Nebraska	.05	97.94	589,193	4,122,045.84	2,902	68,823.69
Nevada			18,318	250,046.02	169	3,797.15
New Hampshire	.26	15.80	98,367	880,541.59	1,577	24,924.53
New Jersey	.40	89.00	330,042	2,869,432.78	11,766	250,472.51
New Mexico		57.21	31,199	411,090.21	170	4,321.33
New York	148.54	178.23	4,605,264	27,192,190.95	122,618	1,722,439.39
North Carolina	398.73	69.98	168,270	1,345,388.23	548	12,749.06
North Dakota	72.93		58,383	613,373.48	1,114	34,862.26
Ohio	4.01	32.72	1,880,396	11,950,944.16	17,027	268,589.15
Oklahoma		36.94	72,351	917,337.67	255	8,634.51
Oregon		63.93	272,699	2,945,841.76	2,630	50,563.31
Pennsylvania	35.50	135.75	1,925,829	12,816,082.21	32,900	491,765.80
Rhode Island		9.61	104,969	762,942.15	3,136	50,449.39
South Carolina		1.72	109,299	881,514.17	401	7,811.82
South Dakota	1.32	36.37	110,271	959,652.33	1,119	27,171.77
Tennessee		.46	366,371	2,768,776.83	1,319	31,980.57
Texas	3.95	68.17	719,473	7,061,262.35	2,851	81,215.49
Utah	.04		88,229	1,002,453.24	1,007	18,928.69
Vermont	1.33	79.30	77,040	713,040.97	1,262	19,417.39
Virginia	10.26	5.67	237,497	2,082,897.63	1,574	28,684.84
Washington	1.83	34.55	253,151	3,134,045.21	7,224	118,468.50
West Virginia	1.29	2.34	88,105	730,903.44	484	10,951.36
Wisconsin	1.32	51.83	702,544	5,881,410.23	7,673	193,095.66
Wyoming	155.10		17,980	200,324.57	186	5,753.22
Total	1,684.79	2,805.93	29,174,480	211,058,156.83	396,258	6,466,834.18

States and Territories.	International orders repaid.		Foreign exchange purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y., and Chicago, Ill.	Deposited on account of revenue.
	No.	Amount.				
Alabama	2	$15.10				
Alaska	1	10.00				
Arizona	8	266.37				
Arkansas	1	13.88				
California	150	1,716.15				
Colorado	14	126.66				
Connecticut	42	403.19				
Delaware	1	1.77				
District of Columbia	18	141.20				
Florida	17	1,037.14				
Georgia	10	141.02				
Idaho	3	25.52				
Illinois	190	1,781.03			[1] $6,324,000.00	
Indiana	20	409.53				
Indian Territory	2	71.99				
Iowa	20	83.87				
Kansas	18	186.88				
Kentucky	7	31.87				
Louisiana	17	209.57				
Maine	25	279.49				
Maryland	13	169.16				
Massachusetts	396	4,202.64				
Michigan	77	789.77				
Minnesota	29	240.48				
Mississippi	5	29.81				
Missouri	42	178.60				
Montana	82	786.25				
Nebraska	14	99.73				
Nevada	3	52.50				
New Hampshire	12	160.13				
New Jersey	115	1,895.92				
New Mexico	4	29.24				
New York	653	9,004.05	$7,464,820.87	$16,380,005.91	6,122,166.25	$1,262,954.37
North Carolina	1	5.00				
North Dakota	9	162.04				
Ohio	71	574.93				
Oklahoma						
Oregon	31	446.70				
Pennsylvania	214	2,907.88				
Rhode Island	31	345.16				
South Carolina	6	91.68				
South Dakota	4	49.00				
Tennessee	9	57.17				
Texas	23	164.33				
Utah	28	201.01				
Vermont	10	144.98				
Virginia	16	285.43				
Washington	31	343.22				
West Virginia						
Wisconsin	37	492.64				
Wyoming						
Total	2,532	30,861.68	7,464,820.87	16,380,005.91	12,446,166.25	1,262,954.37

[1] Chicago.

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1899*—Continued.

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Deposited on account of war tax.	Commissions on money orders.	Balance due the United States.	Balance due postmasters last quarter.
Alabama	$2,960,075.82	$1,218.89	$3,037.41		$9,423.51	$52,009.08	$9.31
Alaska	743,269.00	1,771.29			752.43	35,995.12	
Arizona	2,112,269.67	237.54	230.19		3,250.71	31,950.36	11.21
Arkansas	2,256,186.17	1,006.58	65.84		9,528.72	51,426.87	46.47
California	10,912,579.29	1,349.50	359.38		22,047.24	416,731.61	41.66
Colorado	4,300,988.85	903.35	138.76		9,875.40	100,316.26	.91
Connecticut	2,067,788.89	309.67			5,168.37	48,342.71	2.68
Delaware	173,930.14	104.30	.54		715.29	6,317.47	.05
Dist. Columbia	1,735,905.50		730.00		65.85	24,817.13	
Florida	2,089,186.61	1,864.85	2,651.46		6,659.52	58,602.43	9.21
Georgia	2,602,812.57	3,619.09	2,329.34		10,662.48	54,182.43	44.76
Idaho	1,636,301.79	177.29			4,558.35	40,983.90	17.48
Illinois	9,852,660.34	17,154.17	1,000.72		39,892.59	478,586.08	72.64
Indiana	5,602,345.17	651.66	335.66		24,756.18	116,520.07	14.24
Indian Territory	787,334.60		135.67		4,271.28	17,650.24	27.76
Iowa	6,868,565.87	19,375.46	809.08		37,980.42	145,724.59	55.52
Kansas	5,083,881.96	1,224.26	829.83		27,583.71	86,293.43	22.90
Kentucky	1,176,216.45	532.29	108.47		6,920.04	39,245.67	4.44
Louisiana	3,764,912.64	.68	252.24		6,879.00	57,711.33	10.83
Maine	1,755,681.24	139.30	45.90		6,791.04	55,524.46	6.41
Maryland	1,184,374.28	434.21	75.35	$274,953.30	2,733.90	30,177.85	13.39
Massachusetts	5,415,469.96	1,364.97	306.11		8,987.10	135,429.83	3.71
Michigan	6,385,331.61	4,027.57	113.52		26,071.30	189,728.13	24.71
Minnesota	6,084,777.91	686.69	409.10		20,532.30	130,587.26	29.53
Mississippi	2,513,710.05	1,004.47	24.58		10,435.32	33,587.29	.83
Missouri	6,433,043.07	1,704.12	185.15		23,431.47	141,713.39	94.56
Montana	3,207,523.46	50.82	491.72		4,711.83	53,900.03	.30
Nebraska	5,246,318.45	136.39	186.38		22,220.76	93,436.04	6.67
Nevada	492,276.72	33.76			1,686.69	12,883.45	
New Hampshire	769,942.04	162.00	99.31		4,013.94	30,002.43	17.04
New Jersey	2,038,608.38	1,756.00	25.65		5,039.52	56,355.69	72.94
New Mexico	1,074,508.61	100.37	34.20		2,326.80	40,139.04	1.09
New York	13,008,252.42	2,731,458.29	1,490.87		31,244.16	542,866.83	168.23
North Carolina	1,301,783.79	3,282.76	493.36		6,712.08	34,699.80	19.45
North Dakota	1,744,135.46	438.53	950.94		5,984.40	27,332.07	.29
Ohio	6,587,839.05	10,850.33	404.13		28,907.22	167,547.27	284.99
Oklahoma	1,348,195.91	440.34			5,209.53	27,125.56	.11
Oregon	3,091,028.58	144.85	894.30		8,583.51	75,960.11	8.93
Pennsylvania	11,124,226.45	4,903.66	293.59		31,359.81	242,731.54	40.12
Rhode Island	845,517.00	10.00			1,327.38	17,779.93	1.88
South Carolina	1,523,074.08	102.87	282.73		5,261.70	23,334.42	.56
South Dakota	2,592,927.93	71.27	467.16		8,905.95	46,102.56	1.75
Tennessee	2,004,548.38	784.86	38.34		6,722.25	42,846.66	1.87
Texas	9,684,014.14	1,181.50	8,666.21		29,458.23	188,478.47	164.63
Utah	1,252,720.12	.90	18.70		2,807.64	37,608.46	17.13
Vermont	731,770.84	98.76	78.09		3,748.29	22,448.47	28.91
Virginia	1,986,512.03	296.56	920.23		6,344.73	49,716.69	72.53
Washington	4,632,778.31	3,584.64	807.07		10,363.35	133,450.00	329.57
West Virginia	1,208,369.05	455.19	83.10		4,366.71	27,941.28	58.28
Wisconsin	5,543,054.32	511.21	33.49		21,276.78	101,963.92	8.64
Wyoming	695,818.46	1,624.08	28.99		1,967.55	18,820.43	
Total	180,185,343.43	2,823,342.14	30,462.86	274,953.30	592,524.33	4,645,126.14	1,871.12

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the year ended June 30, 1899.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1898		$4,545,947.50
Amount received for domestic money orders issued	$211,213,592.84	
Amount received for international money orders issued	13,744,770.37	
Total issued		224,958,363.21
Amount received for fees on domestic money orders issued	1,716,319.74	
Amount received for war tax on domestic money orders issued	579,926.86	
Amount received for fees on international money orders issued	176,308.87	
Total fees		2,472,555.47
Amount of foreign exchange received	554,125.64	
Amount of deposits received from postmasters	180,144,230.35	
Amount of drafts drawn on postmaster at New York, N. Y.	16,339,111.82	
Amount of drafts drawn on assistant treasurer at New York, N. Y.	10,130,097.65	
Amount of drafts drawn on assistant treasurer at Chicago, Ill.	1,110,000.00	
Amount transferred from postage fund	3,404,501.05	
Amount of gain	1,684.79	
Balance due postmasters June 30, 1899	2,805.93	
		211,686,557.28
Total receipts		443,663,423.41

DISBURSEMENTS.

Amount of domestic money orders paid	$211,052,156.83	
Amount of international money orders paid	6,466,834.18	
Total paid		$217,524,991.01
Amount of international money orders repaid	30,861.68	
Amount of foreign exchange purchased	7,464,820.87	
Amount of drafts paid by postmaster at New York, N. Y.	16,380,005.91	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account	6,122,166.25	
Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account	6,324,000.00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account	1,262,954.87	
Amount deposited with collector of internal revenue at Baltimore, Md., being amount of special war tax on domestic money orders issued	274,953.30	
Amount deposited at first-class offices	180,185,343.43	
Amount transferred to postage fund	2,823,342.14	
Amount of loss	30,462.86	
Amount paid for commissions on money orders	592,524.33	
Balance due postmasters June 30, 1898	1,871.12	
Balance in the hands of postmasters June 30, 1899	4,645,126.14	
		226,138,432.40
Total disbursements		443,663,423.41

No. 13.—*Statement showing the transfers to and from money-order account during the year ended June 30, 1899.*

Amount transferred to money-order account	$3,404,501.05	
Balance due postal account June 30, 1898	1,190,801.34	
		$4,595,302.39
Amount transferred from money-order account	2,823,342.14	
Balance due postal account June 30, 1899	1,771,960.25	
		4,595,302.39

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., during year ended June 30, 1899.*

NEW YORK, N. Y.

Balance in the hands of assistant treasurer June 30, 1898	$1,119,074.48	
Amount deposited with assistant treasurer	6,122,166.25	
Amount transferred from assistant treasurer at Chicago, Ill	5,800,000.00	
		$13,041,240.73
Amount of drafts paid by assistant treasurer:		
For revenue	1,262,954.87	
For current use	5,862,000.00	
For balance of transfers due postal account	2,730,189.98	
For special war tax on domestic money orders issued	274,953.30	
Amount transferred to assistant treasurer at Chicago, Ill	1,000,000.00	
Balance in the hands of assistant treasurer June 30, 1899	1,911,143.08	
		13,041,240.73

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurer at New York, N. Y., and Chicago, Ill., etc.*—Continued.

CHICAGO, ILL.

Balance in the hands of assistant treasurer June 30, 1898	$459,000.00	
Amount deposited with assistant treasurer	6,324,000.00	
Amount transferred from assistant treasurer at New York, N. Y	1,000,000.00	
		$7,783,000.00
Amount of drafts paid by assistant treasurer for current use	1,110,000.00	
Amount transferred to assistant treasurer at New York, N. Y	5,800,000.00	
Balance in the hands of assistant treasurer June 30, 1899	873,000.00	
		7,783,000.00

No. 15.—*Statement showing the revenue which accrued on money-order account during the year ended June 30, 1899.*

DOMESTIC.

Amount received for fees on orders issued	$1,716,319.74	
Amount of gain	1,684.79	
		$1,718,004.53
Amount allowed postmasters:		
For commissions	589,280.46	
For lost remittances and burglaries	13,411.75	
Uncollected accounts of previous years	17,051.11	
		619,743.32
Net revenue		1,098,261.21
		1,718,004.53

INTERNATIONAL.

Amount received for fees on orders issued	176,308.87	
Amount of gain on exchange	54,601.76	
		230,910.63
Amount allowed postmasters for commissions	3,243.87	
Amount allowed foreign countries:		
For excess of commissions	39,211.01	
For incidental expenses	52.36	
		42,507.24
Net revenue		188,403.39
		230,910.63

RECAPITULATION OF NET REVENUE.[1]

Revenue on domestic money-order transactions	1,098,261.21	
Revenue on international money-order transactions	188,403.39	
Total revenue		1,286,664.60

No. 16.—*Statement of assets and liabilities, June 30, 1899.*

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y	$1,911,143.08	
Amount in the hands of assistant treasurer at Chicago, Ill	873,000.00	
Amount in the hands of postmasters	4,645,126.14	
		$7,429,269.22

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1899	1,771,960.25	
Amount due Treasury Department, being balance due on special war tax June 30, 1899	304,973.56	
Amount due Post-Office Department, being revenue on money-order account for quarters ended March 31 and June 30, 1899	627,416.73	
Amount of unpaid domestic money orders, less transfers to credit of Post-Office Department	2,635,683.94	
Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts	2,086,428.81	
Balance due postmasters June 30, 1899	2,805.93	
		7,429,269.22

[1] See remarks on the subject of additional expenses of the money-order service in report to the Secretary of the Treasury, *ante*.

No. 17.—Principal International Money-Order Transactions during the Fiscal Year ending June 30, 1899.

Statement showing the number of international lists of United States issue received, examined, registered, and checked; also the number and value, by countries, of orders certified.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	154	39,239	$646,769.21	$94,894.80	
Bahamas	49	151	2,497.88	1,147.78	
Belgium	155	7,250	136,524.61	26,615.35	
Bermuda	39	207	2,898.30		$675.21
British Guiana	47	199	2,800.30	259.28	
British Honduras	4	9	85.64	85.64	
Canada	294	114,696	1,544,321.38	51,453.25	
Cape Colony	122	670	12,373.90	252.56	
Chile	16	18	338.77	338.77	
Cuba	16	1,334	31,051.64	31,051.64	
Denmark	166	12,568	184,638.77	5,423.23	
Egypt	159	170	2,961.40	999.77	
France	12	29,043	383,594.93	6,193.73	
Germany	157	179,263	2,302,640.69		43,044.72
Great Britain	222	394,762	4,666,155.62	28,849.46	
Hawaii	152	1,276	22,018.97	6,588.83	
Honduras	34	15	447.49	447.49	
Hongkong	50	427	8,946.48	3,763.75	
Hungary	154	14,427	282,238.42	94,139.41	
Italy	160	30,916	804,880.95	81,614.68	
Jamaica	129	543	6,016.59		653.93
Japan	53	8,599	255,541.99	56,778.18	
Leeward Islands	33	577	6,941.78	240.78	
Luxemburg	154	810	14,029.79		6.14
Netherlands	154	5,429	53,900.12	4,863.01	
Newfoundland	49	3,915	55,921.55		782.46
New South Wales	29	1,018	11,421.06		4,275.59
New Zealand	24	1,064	17,041.26	737.56	
Norway	173	24,802	525,859.75		17,688.02
Porto Rico	10	205	5,099.57	5,099.57	
Portugal	197	362	5,384.70	1,442.14	
Queensland	28	213	4,101.02	187.99	
Salvador	30	7	193.95	150.20	
South Australia	24	85	1,189.04		273.92
Sweden	166	77,200	1,352,128.52	4,964.56	
Switzerland	160	17,032	239,623.36	13,193.20	
Tasmania	26	166	1,504.21	143.25	
Trinidad	36	163	1,890.20		634.04
Victoria	28	912	20,383.47	4,115.45	
Windward Islands	56	1,222	15,349.54	1,560.89	
Total	3,721	970,964	13,671,496.77	527,285.72	67,984.03

Statement showing the number of international lists of orders of foreign issue received, examined, registered, and checked; also the number and value, by countries, of orders certified to the United States.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders issued.	Increase.	Decrease.
Austria	368	6,174	$213,051.23	$12,139.97	
Bahamas	81	335	5,241.12	944.80	
Belgium	104	2,317	62,792.64	3,697.04	
Bermuda	35	614	9,411.06	1,921.32	
British Guiana	71	2,103	58,345.02	24,508.36	
British Honduras	11	37	658.14	658.14	
Canada	265	161,698	1,376,598.17		$16,686.81
Cape Colony	72	3,714	62,397.70		16,176.81
Chile	21	121	1,341.12	1,341.12	
Cuba	17	17,764	515,886.55	515,886.55	
Denmark	367	3,105	80,035.49		4,345.05
Egypt	218	459	6,753.58	3,190.62	
France	12	7,479	130,912.78		1,980.06
Germany	118	52,062	1,524,815.60		45,676.19
Great Britain	405	89,044	1,254,370.38	44,060.27	
Hawaii	217	6,076	80,813.52	22,601.57	
Honduras	57	51	1,889.02		1,080.46
Hongkong	56	288	3,216.66	1,420.61	
Hungary	166	3,156	139,266.94	19,958.32	
Italy	104	2,227	68,100.92		3,410.97
Jamaica	137	3,008	47,344.49	368.93	
Japan	62	1,641	18,160.82		1,909.13

No. 17.—PRINCIPAL INTERNATIONAL MONEY-ORDER TRANSACTIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1899—Continued.

Statement showing the number of international lists of orders of foreign issue received, examined, registered, and checked; also the number and value, etc.—Continued.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders issued.	Increase.	Decrease.
Leeward Islands	37	545	$15,613.57		$48.29
Luxemburg	105	429	18,356.06		3,178.97
Netherlands	138	2,711	46,559.89	$5,334.53	
Newfoundland	49	2,650	26,984.73	3,808.80	
New South Wales	30	2,158	28,446.78	1,597.06	
New Zealand	41	3,378	38,804.01	2,755.26	
Norway	365	3,414	103,633.66	11,239.66	
Porto Rico	10	2,713	106,555.17	106,555.17	
Portugal	46	28	596.05		757.17
Queensland	29	1,004	13,669.89	3,987.19	
Salvador	35	32	241.75		551.21
South Australia	29	593	6,845.46	1,158.28	
Sweden	366	6,915	302,461.52		22,392.72
Switzerland	259	4,257	103,285.04	3,185.33	
Tasmania	32	318	2,771.17	61.63	
Trinidad	26	1,067	16,394.88	6,893.11	
Victoria	26	1,654	22,116.29	2,833.88	
Windward Islands	62	1,611	33,213.28	12,315.28	
Total	4,649	399,495	6,547,952.15	814,422.66	118,193.84

Statement showing the number of international money-order accounts received, examined, and adjusted, together with the volume of business transacted between the United States and foreign countries.

Nationalities.	Number of accounts.	Value.	Increase.	Decrease.
Austria	4	$866,872.38	$106,859.92	
Bahamas	4	7,799.05	2,081.90	
Belgium	4	201,008.15	30,479.04	
Bermuda	4	12,454.32	1,299.54	
British Guiana	4	61,495.39	24,863.93	
British Honduras	1	747.50	747.50	
Canada	4	2,846,922.56		$67,508.78
Cape Colony	4	75,993.88		15,920.35
Chile	1	527.39	527.39	
Cuba	1	182,152.60	182,152.60	
Denmark	4	266,919.19	1,233.34	
Egypt	3	7,144.85	1,571.90	
France	3	377,418.43		139,696.73
Germany	4	3,856,804.42		88,754.86
Great Britain	12	5,970,611.04	75,799.61	
Hawaii	4	104,345.72	29,818.63	
Honduras	5	3,458.37	1,029.59	
Hongkong	4	12,458.38	5,407.95	
Hungary	5	502,213.34	268,920.45	
Italy	4	881,366.22	78,742.40	
Jamaica	4	53,847.36		432.31
Japan	3	205,292.21		15,153.86
Leeward Islands	4	22,693.58	170.17	
Luxemburg	4	32,609.55		3,246.69
Netherlands	4	101,329.22	10,386.35	
Newfoundland	4	83,477.12	2,923.64	
New South Wales	4	40,295.68		3,024.05
New Zealand	4	56,403.23	3,471.18	
Norway	4	633,605.23		6,102.54
Porto Rico	1	116,256.74	116,256.74	
Portugal	5	6,775.35	3,681.33	
Queensland	4	16,012.45	1,529.50	
Salvador	4	437.89		1,048.42
South Australia	5	9,888.69	4,430.72	
Sweden	5	2,149,654.05	871,860.02	
Switzerland	4	345,427.26	16,223.13	
Tasmania	5	5,684.74	1,195.30	
Trinidad	4	18,388.16	6,241.69	
Victoria	4	42,876.33	7,058.66	
Windward Islands	4	49,080.28	14,129.04	
Total	159	20,228,748.30	1,871,093.16	340,888.59

during the fiscal year ending June 30, 1899.

Steamship lines.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	54,112.773	381,584.797	7,554.105	27,263.460	1,739.865	12,191.445
North German Lloyd	21,679.866	86,245.428	4,655.760	7,475.295	792.520	2,879.125
International Navigation	22,491.420	266,156.065	3,580.880	20,422.815	714.110	8,448.745
White Star	21,932.289	123,654.206	2,386.230	6,575.090	416.980	2,354.345
General Trans-Atlantic	2.165	.030				
Hamburg-American	2,969.363	24,563.300	531.085	1,681.930	118.740	707.715
Dominion	1,606.542	13,966.635	200.500	435.700	29.200	270.555
Cunard, Limited, Boston	114.880	838.195			.885	20.015
Red Star	27.130	97.775			12.745	6.900
Holland-American						
Thingvalla						
American	.493	.845				
Anchor	4.990	13.405				
Total	124,941.911	897,120.681	18,908.560	63,854.290	3,825.045	26,878.845
Increase		16,821.534	1,535.912	2,896.540	64.085	1,125.622
Decrease	2,686.428					

Steamship lines.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	2,030.168	10,229.619	2,303.820	9,317.752	25,708.089	169,639.640
North German Lloyd	1,338.542	3,037.312	3,911.315	19,852.477	15,999.659	126,119.571
International Navigation	821.135	8,750.654	3,936.850	46,641.901	9,977.560	62,804.374
White Star	403.339	1,979.092	2,426.342	13,165.874	5,333.100	33,864.287
General Trans-Atlantic			10,248.174	67,152.875		
Hamburg-American	136.266	565.636	597.040	4,668.928	1,973.735	12,559.990
Dominion	46.551	233.261	140.375	1,898.587	764.771	4,861.688
Cunard, Limited, Boston			5.790	81.410	14.975	155.225
Red Star					.280	
Total	4,776.001	24,795.574	23,569.706	162,779.804	59,772.169	410,004.775
Increase	169.559	1,395.575		4,083.027		14,579.179
Decrease			159.585		1,476.570	

Steamship lines.	Norway.		Portugal.		Russia.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	3,605.110	16,886.875	95.795	469.905	6,018.295	21,861.800
North German Lloyd	2,130.770	6,313.172	322.555	655.020	3,684.945	5,036.310
International Navigation	1,300.676	16,520.979	211.505	1,772.135	2,518.945	12,967.110
White Star	675.795	2,526.290	125.025	446.770	1,488.885	3,677.570
General Trans-Atlantic			343.565	1,624.735		
Hamburg-American	237.499	893.869	24.100	151.095	423.910	1,015.670
Dominion	88.049	511.464	11.185	31.865	124.000	321.970
Thingvalla	2.820	5.250				
Total	8,040.719	43,657.899	1,133.730	5,151.525	14,258.980	44,900.430
Increase		3,136.760		423.595	920.035	6,214.906
Decrease	97.975		214.985			

No. 18.—*Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to European countries, etc.*—Continued.

Steamship lines.	India.		Italy.		Netherlands.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	87.905	2,101.115	1,141.284	2,709.155	2,194.210	15,060.105
North German Lloyd	378.300	5,091.495	5,618.564	6,673.420	1,312.615	3,312.505
International Navigation	349.155	16,114.760	5,391.650	19,314.405	857.420	8,248.290
White Star	208.060	3,778.290	3,393.169	5,581.995	532.865	2,055.240
General Trans-Atlantic	667.815	20,235.845	9,514.051	24,864.846		
Hamburg-American	36.670	1,536.280	650.450	1,413.065	147.810	822.865
Dominion	23.495	296.335	252.025	604.095	34.130	144.690
Cunard, Limited, Boston			7.675	39.360		
Holland-American					16.935	22.045
Total	1,751.400	49,154.120	25,968.868	61,200.341	5,095.985	29,665.740
Increase	250.990	9,643.533	1,060.774	6,910.255		2,413.640
Decrease					259.640	

Steamship lines.	Spain.		Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	94.890	503.950	7,042.642	48,575.495	622.440	3,140.020
North German Lloyd	468.717	723.845	4,434.859	11,177.312	1,170.700	4,980.915
International Navigation	455.445	4,894.650	2,649.806	28,536.466	1,028.465	13,293.995
White Star	150.370	755.945	1,457.008	7,553.008	660.860	4,610.875
General Trans-Atlantic	819.840	5,221.385			1,994.470	15,389.175
Hamburg-American	43.120	248.930	434.018	3,025.459	160.515	1,016.580
Dominion	14.290	103.205	166.407	753.883	41.155	302.895
Total	2,046.670	12,451.910	16,184.740	99,621.623	5,678.605	42,734.455
Increase	188.755			5,026.320		455.045
Decrease		2,821.380	542.045		176.710	

Steamship lines.	Turkey.		South Africa.	
	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*
Cunard, Limited, New York	135.220	903.655	1,210.950	23,151.295
North German Lloyd	608.610	1,691.820	545.515	4,551.085
International Navigation	544.085	5,450.180	739.095	17,554.550
White Star	295.630	1,604.500	362.745	4,508.365
General Trans-Atlantic	1,006.985	6,823.970		
Hamburg-American	64.560	314.070	139.890	1,564.525
Dominion	26.750	181.135	18.680	229.270
Total	2,681.840	16,919.330	3,016.875	51,559.090
Increase	214.720	4,471.719	492.360	8,837.030
Decrease				

RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Prints.
	Grams.	*Grams.*
Cunard, Limited, New York	115,697.561	745,590.063
North German Lloyd	69,053.810	295,816.107
International Navigation	57,568.202	557,912.074
White Star	42,248.692	218,691.742
General Trans-Atlantic	24,597.065	141,312.861
Hamburg-American	8,688.771	56,749.907
Dominion	3,588.105	25,097.233
Cunard, Limited, Boston	144.205	1,124.205
Red Star	40.155	104.675
Holland-American	16.935	22.045
Thingvalla	2.820	5.250
American	.493	.845
Anchor	4.990	13.405
Total	321,651.804	2,042,450.432
Increase		85,612.900
Decrease	716.748	

No. 19.—*Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to foreign countries other than European by steamship lines during the quarter ending June 30, 1899*—Continued.

Steamship lines.	Letters.	Prints.
	Grams.	*Grams.*
Pinet	94.018	1,167.387
Oteri Pioneer	82.295	1,480.423
Earn Steamship, Limited	81.945	1,640.785
Bahamas Steamship	73.940	1,051.935
Allan	41.228	977.527
Orr & Laubenheimer	40.474	22.728
Red Cross (to Newfoundland)	44.870	1,444.385
Mobile Fruit and Trading	36.225	313.283
Seattle and Honolulu	33.447	223.369
British American	34.525	332.559
Turner	38.731	607.092
Boston Fruit	22.465	223.630
Newfoundland Coastal, Limited	22.105	118.700
Mutual	20.120	223.170
Camers	20.568	383.015
Amsinck	17.655	54.425
Bacon	7.555	62.590
Wilkins	1.105	.510
Morgan	3.706	10.205
Pacific Mail (Panama to San Francisco)	1.740	
Straus	.920	
American and African	.240	
Total	80,995.674	1,074,347.949
Increase	13,257.135	181,533.341

No. 20.—*Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to countries other than European, during the fiscal year ending June 30, 1899.*

Countries.	Letters.	Prints.	Countries.	Letters.	Prints.
	Grams.	*Grams.*		*Grams.*	*Grams.*
Manila	14,818.217	112,092.285	Santo Domingo	393.280	6,169.695
Nova Scotia	9,997.338	79,019.579	Uruguay	280.265	8,423.260
Japan	6,293.399	62,746.677	Newfoundland	209.708	3,081.082
Hawaii	5,598.250	66,324.621	Bolivia	197.660	5,246.085
Cuba	5,457.517	58,219.695	Tahiti	127.608	1,613.443
Australian colonies	3,705.178	85,510.215	British Columbia	155.370	3.167
Colombia	2,733.766	70,795.896	Samoa	111.510	1,898.313
Porto Rico	3,918.565	51,442.740	Demerara	115.125	1,899.880
Hongkong	2,368.175	9,233.051	St. Pierre and Miquelon	71.000	604.815
Brazil	2,048.185	60,613.805	Azores	63.330	103.455
Jamaica	2,034.594	28,876.010	Turks Islands	58.775	1,025.920
West Indies	1,853.979	26,003.665	Paraguay	38.340	1,332.980
Shanghai	1,685.730	32,138.211	Singapore	23.739	497.820
Venezuela	1,562.980	32,292.235	Dutch Guiana	9.955	6.040
Bermuda	1,453.000	17,220.755	Cochin China	9.126	247.901
Argentina	1,398.630	40,142.605	Java	8.292	123.868
Guatemala	1,389.951	26,463.232	New Caledonia	7.495	107.178
Peru	1,465.464	24,358.496	Siam	7.457	194.002
Chile	1,132.660	34,301.221	Marquesas Island	5.141	161.096
Nicaragua	1,066.451	17,988.183	Panama to San Francisco	1.740	
Mexico	934.256	14,654.976	Marshall Isles	.992	.510
Republic of Honduras	827.544	13,927.878	St. Thomas	.920	
Ecuador	804.433	12,317.335	South Africa	.240	
Salvador	747.157	14,615.052	Gilbert Isles	.113	
Haiti	732.355	8,505.900	Total	80,995.674	1,074,347.949
Costa Rica	1,481.809	24,225.787	Increase	13,257.135	181,533.341
Bahamas	614.720	6,622.380			
British Honduras	492.190	5,671.069			
Curaçao	481.950	5,261.845			

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